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11.30 " " 12.45 p.m. ... " 15
12.45 p.m. " 1.15 " " ... " 10
1.15 " " 1.45 " " ... " 15
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2.15 " " 5.00 " " ... " 15
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The Daily Press.

HONGKONG, JANUARY 21ST, 1914.

THE wrapper of the Venerable A. E. MOULE's latest work, "The Chinese People," claims that "It is not too much to say that this book gives a fuller account of the Celestial Empire at the present day than can be found anywhere else." We fear we can scarcely support this claim without raising unnecessary quibbles over the term "Celestial Empire," which has more to commend it on the ground of convenience than can be urged against it by pedantic purists. It must be pointed out that a work cannot aspire to be regarded as encyclopaedic if it omits all reference to, or barely mentions, such important features of the country under discussion as its mineral wealth, its railway, its army, and its Customs collectmate, to name a few of the subjects that are scarcely touched in Archdeacon MOULE's book. It is, however, no discredit to the work that it does not fulfil its publishers' boast and out, say, WILLIAMS' "Middle Kingdom" from its position as a standard work of reference. The author himself does not pretend to cover the whole ground and treat of every matter relating to China, but the subjects on which he does write are dealt with in great detail and with the wealth of historical and literary lore that we are accustomed to expect from one of his scholarship. The title is to some extent a misnomer, and it is rather with the literature and philosophy of China than with her people that the book deals—of the ten chapters which compose

it, six are concerned with China's religious systems and her legends and classics, and with the advent to China of foreign religious systems. Those who are already acquainted with Archdeacon MOULE's writings will realize how peculiarly qualified he is to deal with those questions, and on them all he throws the light of his classical erudition, with many a curious piece of information from the pen of ancient and obscure authors. Equally will it be anticipated that his attitude towards the new conditions that were even in his day in China, and are much more now, springing up in the land will be strongly influenced by his deep reverence for China's classics and her sages. It is perhaps as well that the Revolution and the Republic should be discussed from every possible point of view, and the rigid conservatism of Archdeacon MOULE may serve as a corrective to the ultra-advanced views of some American authors. In common with other writers, he has his own theory as to the immediate cause of the changes. Without denying the correctness of many of these causes, it seems to us that they were rather contributory than fundamental, and that what really happened was that, as soon as China's ancient policy of isolation became impossible, and intercourse with the outer world was no longer to be escaped, she was inevitably involved in the process of development that rules the world. This development in accordance with natural laws was, however, artificially prevented and restricted for a few decades, so that at the end of the last century China was in a condition that may be compared to that of a supersaturated solution, where the retarding of the change makes it all the more sudden and violent when it can be kept off no longer. Without saying so explicitly, Archdeacon MOULE makes it fairly clear that he regards the Western curriculum of some of China's schools as the baneful seed from which her troubles and disasters have sprung. "Here we touch the source of some of these energies of reform and revolution and change in the old unchanging China—namely, the intriguing and assertive, and in many cases really and justly influential, body of students and restless spirits who have for several years past resided and studied in the United States and in England," he says. "In great haste they take with them, and offer or impose upon China the ripest fruits, as they suppose, of Western reform and enlightenment, which are, in reality, rejected and discarded, as unwholesome or in decay, by the truest and deepest thinkers in East and West. The West is to blame here. Why do we exhibit to the world, and teach to the world, our doubts as wise than our faith, our delirium of statesmanship as better than the ripe and sound wisdom of institutions tried and tested, but ever capable of sound and conservative reform? Young China thinks a school and a college not the right place for the teaching of religion." And again: "The general effect on the morals and manners, the intelligence and integrity, of the Chinese has been so great that we cannot regard the passing of this old order and the disappearance of her literature and educational system from China without something more than regret—something nearer to dismay." This fear of the extinction of religion in the land, which weighs upon Archdeacon MOULE, was given voice to in the early days of the Republic by Vice-President LI YUAN-HUNG. "If a nation is destitute of a system of morals, all bonds and principles must fall to the ground; if literary men throw over all restraint, no civilization can endure," he said. The present movement for the establishment of Confucianism as the State religion represents the rebound from the state of affairs that provoked the fears of General LI and Archdeacon MOULE, while the plea of the latter that China's educational system should be on a Christian basis has not been affected prejudicially by the changes that he deprecates—it will certainly be no more difficult nor less likely of attainment under the Republic than it would have been thirty or forty years ago. The extent to which China's educational system has been Westernized is often exaggerated. Be that as it may, Archdeacon MOULE's warning to China against adopting clothes that the West has already outgrown is not out of place. At the one end of the scale we have the irreligious, ultra-occidental educational system to which he imagines China may fall a victim, and at the other end stands "the old framework and its ancient drapery, supplemented and expanded in history, geography, mathematics and science generally, and the great textbook of all, the Word of God . . . introduced," which he longs to see, and it is between these two extremes that China will steer her course.

The Army Council has approved of the grant of the local rank of Lieutenant-Colonel to Major R. N. Bray, while employed as Commandant of the Shanghai Volunteer Corps.

Kang Yu-wei has recommended to the Tutuh and the Civil Governor at Canton that they should re-establish the old gentry system, thus enabling the *literati* and rich classes to rule common people.

At the Magistracy yesterday, Mr. Green, of the Botanical and Forestry Department, prosecuting a Chinese for cutting trees at Tai Tam, said that the defendant had been guilty for some time of cutting trees, and selling them to boat people. The man was fined \$30, or two months' hard labour in default.

Two Chinese were committed for trial at the Sessions yesterday by Mr. J. R. Wood for being concerned, with others not in custody, in an attempted armed robbery at a Chinese house in Heung Hing Lane. The robbers, it was alleged, gained access to the house by a ruse. They were armed with knives and revolvers, and attacked the mistress, who was badly cut. An alarm was raised, and, without taking any property, the men attempted to bolt. At the bottom of the stairs, however, their flight was arrested by a watchman, and they were taken into custody.

In the current issue of the *Illustrated London News* appear some pencil sketches of Hongkong and Chinese types, contributed by Mr. A. Hugh Fisher, who also supplies a page of letterpress description which, however, contains little that is new to the resident, except perhaps the references to the literary tastes of some of our local officials. There is, for instance, the Chief of Police, "who never went out without a copy of the Golden Treasury from which he was learning by heart Shelley's 'Ode to the West Wind';" and the Resident Magistrate in the New Territories, "who tempers exile with the companionship of a complete edition of Renan, and a dog of extreme wisdom, but doubtful origin."

The marriage was solemnised at St. Andrew's Church, Kowloon, yesterday morning, of Lieutenant C. M. L. Scott, R.N., of H.M.S. *Merlin*, and Miss E. C. Harvey, of Glasgow, who arrived from Home a day or two since. The Rev. N. C. Pope, M.A., was the officiating clergyman. Major Robertson, of the A.O.D., gave the bride away. Mr. Arthur W. Smith, of the Chartered Bank, discharging the duties of "best man." After the ceremony Lieutenant and Mrs. Scott passed out under an archway of swords, held by brother officers, and were drawn to the Station Hotel in rickshaws, manned by non-commissioned officers of the *Merlin's* company. After the reception the happy couple left for Macao, where the honeymoon is being spent.

Two American gunboats were brought out to Shanghai on the Pacific Mail steamer *Montgolfier* on her last trip. The boats, which are of the British type, were built at the Mare Island navy yard and then, together with their armament, cased in sections and put on board the *Montgolfier*, the weight of this unusual cargo being 1,300 tons. The sections were transferred to the Shanghai Dock and Engineering Co. and will be there fitted up under the direction of Mr. L. S. Border, assistant naval constructor to the U.S. Navy, and Lieut. Carter, a naval engineering officer, who have come over for this purpose. One of the boats will be named the *Monocacy* and the other the *Palos*. They will be of a 200 tonnage, with a draft of about 25 inches.

Mr. Wheeler, who was prosecuted by the Japanese authorities for alleged fraud in connection with the selling of knitting machines, has left Japan. It will be remembered that he was sentenced to four years' imprisonment, and the sentence was confirmed on appeal. It is reported in a Shanghai paper that Mr. Wheeler had "the straight tip" that if he chose to clear out of Japan no obstacle would be placed in his way. It is well known, remarks the *China Press*, that the Japanese do not want foreign prisoners on their hands, for they are both too expensive and involve too much responsibility. It will probably be remembered that, not such a very long time ago, a certain foreigner over there was sentenced to a long term of imprisonment and made the rather startling suggestion that, as he had important private affairs to settle in England, he should be released on parole in order that he might attend to them. Consent was given, but seemingly those affairs in England take a lot of settling. Similarly with Mr. Wheeler. The Japanese are evidently content at having upheld their side of the argument, and he, though he would undoubtedly be better pleased with a full acquittal, is satisfied within himself that he has done nothing for which he should be punished.

Sergt. Murphy has arrested a Chinese named Li Miu in connection with an alleged attempt to obtain, by means of a forged document, the sum of \$8,136 from the Chartered Bank. The man appeared at the Magistracy yesterday, and was remanded until to-day.

There will be no contest for seats on the Shanghai Municipal Council this year. Messrs. E. E. Clark and A. R. Owen decided not to seek re-election. In place of these the services of Mr. C. E. Anton, of Messrs. Jardine, Matheson & Co., and Mr. C. G. S. Mackie, of Messrs. Gibb, Livingstone & Co., have been secured. The new Council will thus be composed as follows:—Mr. C. E. Anton, Mr. E. I. Ezra, Mr. H. Figge, Mr. H. C. Gulland, Mr. A. Hide, Mr. C. G. S. Mackie, Mr. W. L. Merriman, Mr. E. C. Pearce, and Mr. A. S. P. White-Cooper.

Professor C. A. Middleton Smith, Dean of the Faculty of Engineering at the Hongkong University, delivered a most interesting lecture on the subject of Submarines at the City Hall last evening. There was a large audience, which included H.E. the Governor and Lady May, and Vice-Admiral Sir T. H. M. Jervan. The Hon. Mr. H. E. Pollock, K.C., who presided, before calling on Professor Smith, said that the recent accident which had taken place off Plymouth had brought home very forcibly to everyone of them the great debt of gratitude that they owed to all those who risked their lives in the service of the Empire. While it was, he feared, inevitable that such accidents should occur, he thought it was at least reasonable for them to hope and expect, that with the continued progress of engineering, accidents of this nature would happen far less frequently in the future. Professor Smith, with the aid of diagrams, and sketches thrown on a screen by a lantern, traced the developments of the submarine, and its deadly weapon, the torpedo, describing the mechanism and working of each, clearly and exhaustively. He explained that the problem facing inventors at the present time was how to get the maximum of energy into the minimum of space, and in this connection he spoke of a great work being performed at Cambridge University by Sir J. Thomson. It was possible in years to come, he said, that energy sufficient for a journey from England to Hongkong might be confined in a receptacle the size of an ordinary match-box. The lecturer was heartily thanked at the close.

CHINA NEW YEAR HOLIDAYS.

A *Gazette Extraordinary* was issued yesterday announcing that H.E. the Governor had appointed Tuesday, next, the 27th inst., to be observed as a General Holiday.

As Monday (China New Year's day, O.S.) is a holiday fixed by Ordinance, this gives, with the previous Sunday, a three days' holiday.

The Police Magistrates' Department is excluded from the operation of the Government order in regard to Tuesday.

THE SUBMARINE TRAGEDY.

The recent tragedy at Plymouth lends interest to the following account of an accident to another submarine of the same class which we extract from a Plymouth Service paper of the 17th ult.:

"The accident to submarine C 14, while entering the Hamoaze last Wednesday evening, was almost a tragedy. Five vessels of the local flotilla—B 4 and 5 and C 14, 15, and 16—had been engaged in exercises around Torbay for a week, and were returning to their moorings at Devonport when the disaster occurred. Just as C 14, which was the second vessel in the line, was nearing Devil's Point, at the entrance to the Hamoaze, Governor's hopper D.W. 27, which had just left the harbour, collided with her, striking her on the port side aft, inflicting such damage that the submarine sank in a quarter of an hour. Fortunately boats in the vicinity were soon alongside, but the crew of C 14 had only just sufficient time to get clear of their vessel when she went down by the stern.

The sunken submarine lies in twelve fathoms of water just outside the channel, so that she is not a danger to the navigation of vessels in and out of harbour. Considerable interest, of course, attaches to the question of raising her. Some of the officers belonging to the port had experience in the salvage of sunken vessels eight years ago, when the ill-fated A 8 sank, with nearly all her crew, just outside the Sound, and again when torpedo-boat No. 99 was sunk off Berry Head, and was afterwards raised and brought to this port in two pieces. But since then enormous progress has been made in the design and construction of salvage craft, and the Admiralty decided immediately after last week's mishap to send salvage lighter Y.C. 94, specially built for this class of work, round from Sheerness to raise C 14. The lighter is expected to arrive here to-morrow, and the operations will be commenced immediately."

The Commission recently appointed to sit on the case of Harry Thaw has adjudged the latter sane. This means that Thaw will be obliged to serve his term of imprisonment.

TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]
**REPORTED "GRAVE CRISIS" IN
THE BRITISH CABINET.**
DIFFERENCES ON NAVAL POLICY.

LONDON, January 20th.

The *Daily Telegraph* states on what it describes as "high authority," that a grave crisis exists in the Cabinet in regard to Naval policy, the majority agreeing with Mr. Lloyd George and opposing Mr. Churchill, the First Lord of the Admiralty.

The personal relations between Mr. Lloyd George and Mr. Churchill are extremely strained, and the resignation of one or the other from the Cabinet in the next few days is regarded as possible. Moreover, if Mr. Churchill is defeated in the Cabinet, the whole Board of Admiralty will resign.

The Cabinet discusses the question on Thursday.

**BLACKMAIL CHARGE AGAINST
SIEVIER DISMISSED.**

LONDON, January 20th.

The trial of Robert Sievier at Bow Street, on a charge of blackmailing a bookmaker, opened yesterday, but ended suddenly, the prosecution being withdrawn, and the parties agreeing not to attack one another in the future. Thereupon a verdict of "not guilty" was returned.

THE SUBMARINE DISASTER.

LONDON, January 20th.

The Naval authorities are assiduously searching for the lost submarine. There is a strong agitation against the A. Class of submarines, of which the sunken vessel was one. The authorities, however, affirm that the idea that they are dangerous is unwarranted.

The steamer *Anteo*, placed at the disposal of the British Admiralty by Italy for the purpose of assisting in the salvage of the ill-fated submarine, is specially designed for raising submarines.

**MR. JESSE COLLINGS, M.P., TO
RETIRE.**

LONDON, January 20th.

Mr. Jesse Collings, the veteran Member of Parliament, announces that he will retire with Mr. Joseph Chamberlain at the next General Election. He expresses his deep gratitude to his Bordesley constituents for their 27 years' loyalty and kindness, and adds that he consulted with Mr. Chamberlain on the question of retirement.

POPULARISING ARMY SERVICE.

NOVEL USE OF THE CINEMATOGRAPH.

LONDON, January 20th.

In pursuance of the campaign for popularising service in the Army, a cinematograph film, representing various stages and aspects in the life of the Army, has been produced under the auspices of the War Office. Field-Marshal Earl Roberts and 1,000 men, representing the Aldershot Divisions, witnessed the first production.

WONDERFUL FRENCH BOXER.

**PAT O'KEEFE KNOCKED OUT IN SECOND
ROUND.**

NIMES, January 20th.

The famous French pugilist, Georges Carpentier, knocked out Pat O'Keefe with a right hook to the jaw in the second round.

CRICKET.

KIMBERLEY, January 20th.

The M.C.C. beat the Griqualand West team by an innings and 161 runs.

**INTERNATIONAL ASSOCIATION
FOOTBALL.**

LONDON, January 20th.

The International football match between Ireland and Wales at Wrexham was most strenuous. Gillespie scored for Ireland in the first half, and in the second half Ireland played a man short. The shooting of the Welsh forwards was wild. Gillespie added a further goal for Ireland, and Evan Jones scored thus won by the odd goal in three.

[THROUGH REUTER'S AGENCY.]
THE HOME RULE BATTLE.
'GOD GIVE US MEN.'

LONDON, January 20th.

Sir Edward Carson made two speeches at Belfast yesterday. He was enthusiastically applauded when he said:—"We owe no loyalty except to the King, and if need be we shall prostrate ourselves before the throne as loyal citizens, and ask our King to save us. I do not believe that an appeal is fair. There have been conversations, but I can tell the Government that conversations or negotiations are no use, unless they give us a basis for the preservation of our rights under the Imperial Parliament. The last time I saw Mr. Joseph Chamberlain, a few weeks ago, he said:—'Do you know what I would do?' I said, 'No sir,' and he said:—'Fight it out.' And we will fight it out. God, give us men at a time like this."

ECHO OF THE DREYFUS AFFAIR.

PARIS, January 20th.

The death has occurred of General Picquart, at one time Minister for War, who was prominent in the Dreyfus affair. He fell from his horse at Amiens on the icy ground. Blood poisoning supervened, and he passed away.

POLITICAL MURDER IN INDIA.

POLICE SUB-INSPECTOR SHOT DEAD.

CALCUTTA, January 20th.

Detective Sub-Inspector Drpend Ranath Ghose was shot dead whilst alighting from a tram-car in a crowded street. Two men have been arrested on suspicion. One of them, a student from Dacca, was carrying a partly-loaded revolver. The deceased had a long and distinguished record, and was prominent in all the recent political cases in Calcutta.

LORD STRATHCONA'S CONDITION.

LONDON, January 20th.

Lord Strathcona is sinking.

**THE NEWLY-OPENED TRADE
MARTS IN CHINA.**

The *Peking Daily News* gives the following particulars respecting the seven cities in North China, opened to international trade by a Presidential mandate, issued on the 8th inst.:

Kweihsia Cheng, according to the *Richards' "Comprehensive Geography of the Chinese Empire,"* has about 200,000 inhabitants. It is also called the Blue City, or Ku-ku-kho in Mongolian. The city, located to the north of Taiyuanfu, Shansi, comprises two towns, the one religious and military, with its schools and its Lama monasteries; the other, largely commercial, is an important market for skins and camel-hair ropes, imported from every part of Mongolia, and exported chiefly to Tientsin.

Kalgan, or Changkiakow, with a population of 300,000, is one of the most important commercial centres in China, and is the great emporium of the trade with Siberia and Russia, during the winter season. It is said that half a million camels are employed in this transport.

Delon-Nor is at a short distance from Shanghai, the ancient Summer Capital of the Mongol Sovereigns. It has a population of 15,000 half-Mongol inhabitants, and is rather an encampment than a city. It is a great market for horses brought in from Eastern Mongolia.

Chihfeng is situated below the Chosun River, Chihli. Chiang Kuei-ti, Lieutenant-General of Jehol, used to establish his headquarters when directing operations against the Mongols of a Garrison Commissioner is now staying in Chihfeng. Its geographical situation should make it an important commercial mart in due time.

Taonanfu is a prefectural city of Mukden. It belongs to the Dzasaktu Khanate of Mongolia, and, until some years ago, was a small village. It has a vast tract of level land to the south-west reaching to Kirin and Mukden, and to the north-west it is shut off by a branch range of the Hangganing mountains. To the north of the town is the River Taorh, which flows in an easterly direction till it joins the River Nonn. The majority of residents are from Mukden, Kirin and Shantung. It has about 10,000 inhabitants. The agricultural products amount to more than 150,000 *roku* a year. It will soon assume the position of a distributing centre of the products. One of the four railways conceded to Japan will run through Taonanfu when built.

Lungkow is a seaport in Shantung facing the Gulf of Chihli. It is near Tengchowfu. Shortly it will become an important commercial port. Hulutao is near the coast of Fengtian, and during the Ching Dynasty, a Government contemplated making it a naval harbour. The Republican Government has the intention of carrying out the plan.

These seven marts and ports are quite important from the commercial standpoint, and in opening them voluntarily to foreign trade the Government has aimed at the development of the country.

TELEGRAMS.

["DER OSTASIATISCHER LLOYD"
SERVICE.]

CHINA SERVICE.

REPORTED CONSIGNMENT OF
ARMS FROM RUSSIA.

A RISING IN MANCHURIA CONTEMPLATED.

PEKING, January 20th.

A Harbin telegram reports that the former Minister of War, Tieh Lian, and Prince Su have bought from Russia, on behalf of the Tsung She-tang, a secret society, 4,000 rifles, 80,000 rounds of ammunition, 8 field pieces, and 15 machine guns, for which they made a first payment of 50,000 roubles, the rest to be paid next Spring. It is intended to make a rising after Chinese New Year. The main base for the operations of the rebels will be Harbin, other points of support being Dainy, Chiang Ho, Tieh Ling, Chang Chun, and Kung Shi Ling.

A NEW SEDITIOUS PARTY.

PEKING, January 20th.

Chao Ping Chun, the Tuteh of Chihli, reports suspicious doings of a new Party, called the Jen Tang, along the railway from Peking to Hankow.

A mandate by the President orders the apprehension of the members.

REBELLION CLAIMS.

PEKING, January 20th.

China declines to pay any claims arising out of the late rebellion, beyond the sum total of £2,000,000.

GENERAL TUAN.

PEKING, January 20th.

General Tuan Chin-kuei left to-day to return to Wuchang after a brief visit to the Capital.

THE BOXER INDEMNITY.

PEKING, January 20th.

Chinese papers state that Great Britain is preparing a "Cabinet Order" regarding the Boxer Indemnity, similar to the American Order of 1907.

MINING REGULATIONS FOR
CHINA.

PEKING, January 20th.

The Minister of Industry and Commerce proposes to divide China into eight Mining Districts, each to be administered by a Minister of Commerce with a subordinate Inspector of Mines for each.

MURDER OR SUICIDE?

PEKING, January 20th.

A well-dressed Chinese, apparently about 40 years of age, was found dead with a dagger in his abdomen yesterday, near Yang-tsun Station. He was a traveller in a first-class carriage of the afternoon train to Tientsin. Details are yet unknown.

EUROPEAN SERVICE.

RUSSIAN VICEROYALTY IN THE
FAR EAST.

BERLIN, January 19th.

Russian papers of the Far East announce that Mr. Kokowzew is coming to East Asia during the coming Spring, and it is rumoured that the visit is in connection with the creation of a Viceroyalty of the East, for which propaganda is being carried on at St. Petersburg.

GERMAN MINISTER AT PEKING
DECORATED.

BERLIN, January 19th.

The German Minister at Peking, Herr v. Harthausen, has been decorated with the 2nd Class of the Order of the Red Eagle with oak leaves.

A FORTHCOMING MARRIAGE.

BERLIN, January 19th.

The Councillor of Legation at Peking, Baron Maltzan, has become betrothed to Miss Edith Gruson of Magdeburg. The young couple will arrive at Peking in May.

THE POWERS AND THE TURCO-
GREEK DISPUTE.

BERLIN, January 19th.

As a collective Note on the part of all the Powers would require time, Sir Edward Grey has been requested to inform the Governments at Constantinople and Athens of the wishes of Europe in regard to the question of the Aegean Islands.

MILITARY DEMONSTRATION
WANTED AT VALONA.

BERLIN, January 19th.

The International Commissioners at Valona require a military demonstration against Essad Pasha, who is a Pretender.

TELEGRAMS.

["DER OSTASIATISCHER LLOYD"
SERVICE.]THE FINANCIAL POSITION OF
MEXICO.

BERLIN, January 19th.

The German Government has commenced an action to secure the payment by Mexico of the amounts due on the coupons for April.

THE RUMOURED BULGARIAN
PLOT.

BERLIN, January 19th.

It is denied at Sofia that there has been a Bulgarian plot for the assassination of King Constantine of Greece.

FRENCH GENERAL KILLED.

BERLIN, January 19th.

General Piquart fell with his horse at Amiens and was killed.

LAUNCH AT TAIKOO DOCK
RECORD SHIPBUILDING YEAR
ANTICIPATED.

In the presence of a large company of guests of the Taikoo Dockyard and Engineering Company, the S.S. *Wuchang*, built to the order of the China Navigation Company Ltd. for their Shanghai and Yangtze trade, was launched yesterday afternoon. The launch was timed for 4 p.m. and but a few minutes later Mrs. Edkins, wife of Mr. G. P. Edkins (Manager of Messrs. Butterfield & Swire), pressed the electric alarm. The vessel at once commenced to move, and so quickly did she gather speed that Mrs. Edkins had short time in which to swing and smash the champagne bottle. The launch was entirely successful, the ship entering the water quickly and gracefully amid much cheering, and the explosion of numerous crackers.

Among those present at the launch and the subsequent reception were Mr. and Mrs. Edkins, Commander Basil Taylor, Mr. J. M. Alves, Mr. A. W. van Andel, Mr. W. S. Bailey, Mr. E. R. Bate, Mr. F. B. L. Bowley, Capt. B. R. Branch, Mr. G. A. Caldwell, Capt. W. E. Clarke, Mr. D. W. Craddock, Mr. and Mrs. Danby, Mr. and Mrs. R. M. Dyer, Miss Dyer, Mr. and Mrs. W. D. Graham, Mr. R. Hall, Mr. and Mrs. T. Hayashi, Mr. and Mrs. J. Owen Hughes, Capt. and Mrs. Innes, Mr. and Mrs. W. C. Jack, Mr. and Mrs. J. Jonckheer, Mr. E. A. Keester, Mr. and Mrs. Percy Lavers, Mr. and Mrs. L. Lee, Mr. and Mrs. Lennox, Mr. and Mrs. A. R. Linton, Mr. and Mrs. J. Macdonald, Mr. and Mrs. J. McCubbin, Mr. and Mrs. J. Milner Miller, Mr. and Mrs. R. A. Morton, Mr. and Mrs. J. V. Nielsen, Mr. Otto Kong Sing, Mr. E. V. J. Pary, Lt. Col. P. J. J. Radcliffe, Capt. and Mrs. Riggs, Mr. and Mrs. A. Ritchie, Mr. and Mrs. A. Rodger, Mr. H. Percy Smith, Mr. V. M. Smith, Mr. and Mrs. G. E. Stewart, Mr. and Mrs. D. Templeton, and Mr. E. H. Thiel.

The *Wuchang* is a steel, twin screw steamer of the awning deck type, the principal dimensions being as follows:—Length overall, 321 feet; breadth moulded 46 feet; depth moulded to awning deck 26 feet 3 inches; gross tonnage about 3,800. She is built of Siemens-Martin steel to Lloyd's scantlings for special service, and equipped to Board of Trade requirements. There are four decks; viz.:—upper, awning, promenade, and shade. The upper and awning decks run continuous from stem to stern, and the promenade and shade decks from midships to stern. The "tween decks are arranged for cargo, and have special rooms for carrying mails, silk, opium and treasure. Accommodation is fitted in a large steel deckhouse on the awning deck for Chinese passengers—16 first-class, 36 second-class, and 164 third-class. The crew are berthed forward under the awning deck. Two wood houses are fitted on the Captain's accommodation, and one aft containing officers' and engineers' rooms and dining saloon. The wheel-house, and pilot rooms, are fitted in a wood house at the forward end of the shade deck. The vessel will be fitted with all the latest appliances for working cargo, including a special derrick for lifting heavy weights. A platform in the engine room, placed on a shaft leading to the bridge, with control shaft leading to the bridge, and there is also provided a steam windlass for working the anchors and cable, two powerful steam winches for working cargo, and a steam capstan aft for the handling of the vessel. Electric light and steam heating will be installed throughout the vessel. Two sets of triple-expansion engines of the builders' own make are being installed, capable of developing 1,600 I.H.P.; steam being supplied by two large cylindrical boilers working under forced draft on the heated air closed-shaft system, the steam used being super-heated by Schmidt's system. The vessel is expected to develop a speed of 12 knots on trial.

At the reception which followed, Mr. Edkins, in expressing the pleasure it afforded them of seeing so many present, remarked upon the feature in Hongkong building which the launching of the *Wuchang* signified. During the past few months the number of vessels launched from that and the neighbouring yard was likely, in the aggregate, to constitute a record shipbuilding output for Hongkong. On both sides of the harbour there were other new ships on the stocks, which bode fair to make 1914 a record shipbuilding year for Hongkong. (Applause). While that was gratifying to those specially associated with shipbuilding, it was also of general interest to Hongkong from the point of view of wages, and other things closely connected with the prosperity of Hongkong, in which they were all concerned. He added that he hoped to see an output of close upon 10,000 tons of new ships this year from the Taikoo yard (applause).

Mr. Reid (manager of the Taikoo Dock) thanked Mrs. Edkins for performing the ceremony, and subsequently presented her with a gold bracelet as a souvenir of the occasion.

COMPANY REPORTS.

HONGKONG, CANTON AND MACAO
STEAMBOAT CO. LTD.

Subject to audit, the directors of the Hongkong, Canton and Macao Steamboat Company, Limited, will recommend at the annual meeting of shareholders in the Company, the payment of a final dividend for 1913 at 31 per share, absorbing \$50,000; writing off book value of steamers and wharves, \$30,000; carrying to special repairs fund, \$30,000; and carrying forward to new account, \$27,827.75.

HONGKONG LAND INVESTMENT
AND AGENCY CO. LTD.

The twenty-fifth report of the Company is as follows:—

Gentlemen,—The Directors have now to submit to you a general statement of the affairs of the Company, and balance sheet for the year ending 31st December, 1913.

The net profits for that period, including \$16,814.83 brought forward from last account, after paying all charges, amount to \$394,487.75. From this amount an interim dividend of \$3.50 per share has already been paid.

It is now proposed to pay a final dividend of \$5.50 per share, and after writing off directors' and auditors' fees there remains a balance of \$9,550.68 to be carried forward to the credit of a new profit and loss account.

DIRECTORS.

Mr. Ho Tung was invited to join the Board and his appointment now requires confirmation.

Messrs. H. P. White and Ho Tung now retire by rotation, but offer themselves for re-election.

The accounts have been audited by Messrs. H. Percy Smith and A. C. Hynes, who now retire, but offer themselves for re-election.

DAVID LANDALE, Chairman.

Hongkong, 12th January, 1914.

BALANCE SHEET 31st DECEMBER, 1913.

LIABILITIES.	
Capital	\$5,000,000.00
Equalization of Dividend Fund	250,000.00
Accounts Payable	1,305,046.07
Balance of Profit and Loss Account	\$394,487.75
Less Interim Dividend Paid	175,000.00
	219,487.75
	\$6,774,533.85

ASSETS.

Cash	\$1,451.83
Amount Advanced on Mortgage	86,000.00
Amount Invested in Property	6,362,298.61
Amount Invested in Shares	271,218.70
Furniture Account	4,480.92
Account Receivable	48,508.99
	\$6,774,533.85

PROFIT AND LOSS ACCOUNT—FOR THE YEAR
ENDING 31st DECEMBER, 1913.

Dr.	
To Interim Dividend of 31 per cent. for the half-year	\$175,000.00
To Charges Account	33,655.52
To Repairs to House Property	25,619.67
To Advertising	892.68
To Fire Insurance	22,054.66
To Legal Expenses	345.44
To Interest on Loans Payable	\$72,512.63
Less Interest on Mortgages	21,232.51
	61,280.12
To Balance to be appropriated as follows:—	
Managing Directors' Fees	\$26,437.10
Directors' Fees	7,500.00
Auditors' Fees	1,000.00
Final Dividend of 31 per cent. for the half-year	175,000.00
Balance to be carried to New Account	9,550.68
	219,487.75
	\$627,735.80

Cr.

By Undivided Profits 1912	\$16,814.83
By Rents	508,000.55
By Commission	7,762.42
By Scrip Fees	158.00
	\$527,735.80

DAVID LANDALE, Directors.

C. P. CHATER, Secretary.

We report that we have audited the above balance sheet with the books and vouchers of the Company in Hongkong and that in our opinion such balance sheet is properly drawn up so as to exhibit a true and correct view of the state of the Company's affairs at the 31st December, 1913, according to the best of our information and the explanations given us, as shown by the books of the Company.

We have obtained all the information and explanations we have required.

H. PERCY SMITH, F.C.A., Auditors.

A. C. HYNES, Auditors.

Hongkong, 12th January, 1914.

HONGKONG LAND RECLAMATION
CO., LTD.

The twelfth report of the Board of Directors states:—

Gentlemen,—The directors have now to submit to you a general statement of the affairs of the Company, and balance sheet for the year ending 31st December, 1913.

The net profits for the year, including \$698,852.33 brought forward from last account, after paying all charges, amount to \$780,788.15. It is now proposed to pay a dividend of 7 per cent. on the paid-up capital, after providing for which and writing off directors' and auditors' fees there remains a balance of \$698,889.57 to be carried to the credit of a new profit and loss account.

DIRECTORS.

Messrs. C. S. Gubbay and the Hon. Mr. E. Shellin now retire, but offer themselves for re-election.

The accounts have been audited by Messrs. H. Percy Smith (in the absence of Messrs. W. H. Potts) and A. C. D. Gourdin, who now retire and are recommended for re-election.

DAVID LANDALE, Chairman.

Hongkong, 12th January, 1914.

BALANCE SHEET 31st DECEMBER, 1913.

LIABILITIES.	
Capital—25,000 Shares at \$100 each—\$2,500,000, of which are issued 12,500 Shares at \$100 each—\$1,250,000, \$75 per Share paid up	\$937,500.00
Accounts Payable	655.85
Balance of Profit and Loss Account	780,788.15
	\$1,718,944.00

ASSETS.

Cash	\$11,529.51
Amount invested in Mortgages	379,000.00
Amount invested in Property	786,646.21
Loan at Call	540,000.00
Furniture	688.33
Account Receivable	7,079.95
	\$1,718,944.00

PROFIT AND LOSS ACCOUNT—FOR THE YEAR
ENDING 31st DECEMBER, 1913.

Dr.	
To Charges Account	\$5,715.32
To Repairs to Property	411.30
To Crown Rent Account	2,286.77
To Government Rates Account	356.80
To Fire Insurance Account	1,693.93
To Bad Debt written off	1,111.18
Balance to be appropriated as follows:—	
Managing Directors' Fees	\$11,393.38
Directors' Fees	5,000.00
Auditors' Fees	100.00
Dividend of 7 per cent. for the year	65,625.00
Balance to be carried to new account	698,889.57
	780,788.15
	\$792,265.45

Cr.

By Balance from 1912	\$686,852.33
By Rents	21,423.25
By Interest Account	45,797.42
By Scrip Fees	7.00
By Profit on Sales of Property	58,185.39
	\$792,265.45

DAVID LANDALE, Directors.

C. P. CHATER, Secretary.

We report that we have audited the above balance sheet with the books and vouchers of the Company in Hongkong and that in our opinion such balance sheet is properly drawn up so as to exhibit a true and correct view of the state of the Company's affairs at the 31st December, 1913, according to the best of our information and the explanations given us, as shown by the books of the Company.

We have obtained all the information and explanations we have required.

H. PERCY SMITH, F.C.A., Auditors.

A. O'D. GOUDIN, Auditors.

Hongkong, 13th January, 1914.

WEST POINT BUILDING CO., LTD.

The twenty-fifth report of this Company reads as follows:—

Gentlemen,—The general agents now submit to you a statement of the affairs of the Company, and balance sheet for the year ending 31st December, 1913.

The net profits for the year, including the amount brought forward from the previous year, amount to \$85,512.67. From this amount an interim dividend of 3 per share has already been paid, and after writing off directors' and auditors' fees, it is now proposed to pay a final dividend of \$2.25 per share, making a total dividend for the twelve months of \$4.25 per share, and to carry forward the balance, \$1,837.67, to the credit of a new profit and loss account.

The Hon. Mr. C. H. Ross having resigned on leaving the Colony, Hon. Mr. David Landale was appointed in his place, and this appointment now requires confirmation.

Sir Paul Chater and Mr. J. W. C. Bonnar now retire by rotation, but offer themselves for re-election.

DIRECTORS.

Messrs. C. S. Gubbay and the Hon. Mr. E. Shellin now retire, but offer themselves for re-election.

The accounts have been audited by Messrs. H. Percy Smith (in the absence of Messrs. W. H. Potts) and A. C. D. Gourdin, who now retire and are recommended for re-election.

DAVID LANDALE, Chairman.

Hongkong, 12th January, 1914.

PERTUSSIN.

Is a harmless and efficient remedy against all diseases of the respiratory organs, especially WHOOPING COUGH, CATARRH OF LARYNX, ACUTE AND CHRONIC BRONCHIAL CATARRH, ASTHMA, &c., which has been recognised unqualified by the highest authorities. Also the AFFECTIONS OF THE LUNGS will be greatly relieved by the use of it.

TO BE HAD AT—

THE MEDICAL HALL.

HONGKONG.



1057

INTIMATIONS

RACES GOODS.



OUR CONFIDENCE JUSTIFIED.

—We undertake to refund the Cost of any Article if any of our Customers are not satisfied, as we know how excellent our Goods are. Such an offer could not be made if there was the slightest doubt about our Goods. All we ask is your inspection.

H. RUTTONJEE
& SON,

WINE AND PROVISION MERCHANTS.

[26]

MAPPIN & WEBB,
LIMITED.

NEW CONSIGNMENTS

STERLING SILVER WARE.

PRINCE'S PLATE

(GUARANTEED FOR 30 YEARS)

CUTLERY.

From the

SOLE AGENTS:

CHS. J. GAUPP
& CO.,

ALEXANDRA BUILDINGS.

CHATER ROAD

[34]

CALDBECK,

MACGREGOR & CO.

(ESTABLISHED 1864).

NEW ARRIVALS

IN HONGKONG.

B. L. WHISKIES,

JAMESON'S 3 STARS

IRISH WHISKY,

(Bearing the Registered Label—the only sure test of a Genuine Article)

CLUB CIGARETTES.

These have been obtainable in Hongkong for a few months only: they are too well-known to require enology.

[21]

AUDIT.

The accounts have been audited by Mr. A. C. Hynes, who now retires, but offers himself for re-election.

A. SHELTON HOOPER, Secretary.

THE HONGKONG LAND INVESTMENT & AGENCY COMPANY, LIMITED.

General Agents for THE WEST POINT BUILDING CO., LTD.

Hongkong, 12th January, 1914.

BALANCE SHEET 31st DECEMBER, 1913.

LIABILITIES.	
Capital	\$625,000.00
Accounts Payable	1,051.04
Balance of Profit and Loss Account	\$55,512.67
Less Interim Dividend Paid	25,000.00
	30,512.67
	\$656,563.71

ASSETS.</

NOTICES

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 A.M. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box, 33. Telephone No. 12.
Telegraphic Address: "Press."
Codes: A.B.C. 5th Ed., Lieber's.

NEW ADVERTISEMENTS

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction (For Account of the CONSIGNER), TO-MORROW (THURSDAY), the 22nd January, 1914, commencing at 11 A.M., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Teo House Street,

THE REMAINING PORTION OF THE UNSOLD STOCK OF THE LATE AMERICAN CORSET COMPANY, Including—SHOW CASES, &c., &c., and a Large Quantity of CLOTH and FANCY TWEED of Excellent Quality (all Wool) in Lengths suitable for Gents' SUITS, OVERCOATS, or Lady's Coats and Skirts, Also

About 55 dozen PAIRS RUBBER FEELS, and MISCELLANEOUS GOODS.

Terms—As Usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 21st January, 1914. [188]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENGLOBE,"
FROM MIDDLESBRO, LONDON
AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where and/or from the wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 31st inst., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 7th inst. at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 20th January, 1914. [187]



NOTICE.

IT IS HEREBY NOTIFIED that a CONSTANT SUPPLY OF WATER will be turned on in the Rider Main Districts on the 23rd, 24th and 25th instants.

W. CHATHAM,
Water Authority.
Public Works Office,
Hongkong, 19th January, 1914. [185]

NOTICE.

WE, the Undersigned, have been This Day appointed Sole Representatives for THE DERHAM LUMBER CO. of the Philippine Islands, for Hongkong and South China, and are now prepared to quote prices for ALL Grades of PHILIPPINE TIMBERS.

N. S. MOSES & Co.,
14, Des Vaux Road Central.
Hongkong, 8th January, 1914. [143]

IN THE MATTER OF THE COMPANIES ORDINANCE, 1911.

and
IN THE MATTER OF THE ORIENTAL PRINTING CO., LTD.
(IN LIQUIDATION).

THE CREDITORS of the above-named Company are required on or before the 6th day of February, 1914, to send their names and addresses, and particulars of their debts or claims, and the names and addresses of their Solicitors (if any) to the Undersigned, the Liquidator of the said Company; AND FURTHER, if so required by notice in writing, personally or by their Solicitors or Representatives, to come in and prove their said debts or claims at such time and place as shall be specified in such notice; AND NOTICE IS HEREBY GIVEN that in default thereof, such Creditors will be excluded from the benefit of any distribution before such debts are proved.

Dated at Hongkong this 13th day of January, 1914.

UN HEW FAN,
Liquidator.

Care of Mr. R. C. FAIRFALL,
No. 35, Queen's Road Central.

[168]

GOOD BUILDING LAND FOR SALE IN KOWLOON.

IN PLOTS OF ABOUT 10,000 SQUARE FEET, MORE OR LESS, TO SUIT BUYERS.

NEAR THE FERRY.

PRICE REASONABLE.

FOR FULL PARTICULARS, APPLY TO—

TOBIAS HUNTER.

ESTATE AGENT.

HOTEL MANSIONS.

Hongkong, 13th January, 1914.

PUBLIC COMPANIES

THE HONGKONG LAND RECLAMATION CO., LTD.

NOTICE IS HEREBY GIVEN that the THIRTEENTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Office of Messrs. JARDINE, MATHESON & COMPANY, LIMITED, on WEDNESDAY, the 28th January, 1914, at 11.30 o'clock A.M., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1913.

The REGISTER of SHARES will be CLOSED from TUESDAY, 20th, to 28th January, 1914 (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors,
MOWBRAY S. NORTHCOTE,
Secretary.
Hongkong, 14th January, 1914. [163]

THE WEST POINT BUILDING CO., LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY-SIXTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Office of Messrs. JARDINE, MATHESON & COMPANY, LIMITED, on WEDNESDAY, the 28th January, 1914, at 11.45 A.M., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1913.

The REGISTER of SHARES of the Company will be CLOSED from TUESDAY, 20th, to WEDNESDAY, 28th January, 1914 (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.,
General Agents for
THE WEST POINT BUILDING CO., LTD.
Hongkong, 14th January, 1914. [164]

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY-SIXTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Office of Messrs. JARDINE, MATHESON & COMPANY, LIMITED, on WEDNESDAY, the 28th January, 1914, at Noon, for the purpose of receiving the Report of the Directors together with the Statement of Accounts for the year ending 31st December, 1913.

The REGISTER of SHARES of the Company will be CLOSED from TUESDAY, 20th, to WEDNESDAY, 28th January, 1914 (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.

Hongkong, 14th January, 1914. [165]

SOCIÉTÉ DES PULPES ET PAPIER TERNES DU TONKIN.

SOCIÉTÉ ANONYME AU CAPITAL DE \$600,000.

NOTICE OF MEETING.

SHAREHOLDERS of the above Society are hereby summoned to an EXTRAORDINARY GENERAL MEETING to be held at the Head Office of the Company, No. 21, Rue Jules Ferry, Haiphong, on SATURDAY, the 7th February, 1914, at 2.30 o'clock in the afternoon.

Objects of the Meeting—
Statement of the Situation;
Increase of Capital, by the creation of preferred Shares; or Issue of Mortgage Debentures.

In case of Increase of Capital, alterations in the Articles of Association, Nos. 8, 15, 44 and 47.

By Order of the Board,
P. BRIFFAUD,
Chairman.
Haiphong, the 3rd January, 1914. [169]

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

NOTICE TO SHAREHOLDERS.

THE NINETY-FOURTH ORDINARY YEARLY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Mansions, on TUESDAY, the 10th February, 1914, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 27th January to the 10th February, 1914, both days inclusive.

By Order of the Board of Directors,
W. E. CLARKE,
Secretary.

Hongkong, 13th January, 1914. [158]

NOW ON SALE.

MAIL TABLES

FOR 1914.

Shows the dates of departure of the Mails of Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.

Mounted on Card 30 Cents.
On Paper 25 "

On Sale at the Hongkong Daily Press Office.
Hongkong, 7th January, 1914.

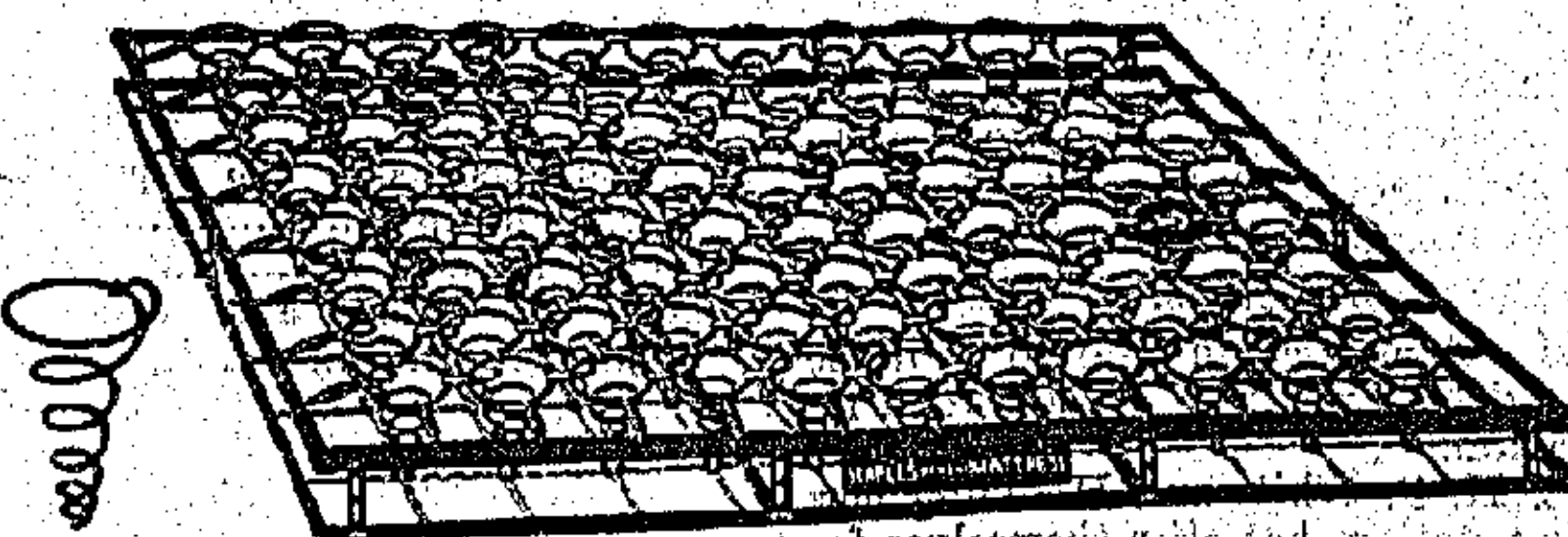
INTIMATIONS

LANE, CRAWFORD & Co.

TELEPHONE 97.

"BE HEALTHY—BUY A STAPLES" ALL STEEL GIRDER FRAME MATTRESS.

NO WOODWORK.



LOOK AT THE TWO FIGURES ABOVE. THE ONE ON AN OLD-FASHIONED WOVEN WIRE MATTRESS, IN AN UN-NATURAL POSITION WITH CROOKED SPINE. THE OTHER IN A NATURAL POSITION ON A "STAPLES MATTRESS" WITH SPINE STRAIGHT. YOU CAN ONLY SLEEP STRAIGHT ON A "STAPLES MATTRESS."

CALL AND INSPECT ONE.

SIZES 3 ft. 6 in., 5 ft. and 5 ft. 6 in. wide by 6 ft. 3½ in. long.

LANE, CRAWFORD & CO.

BECK & CO., BREMEN.

KAISER BREWERY.

BECK'S BEER.

KEY BRAND.

\$16.00

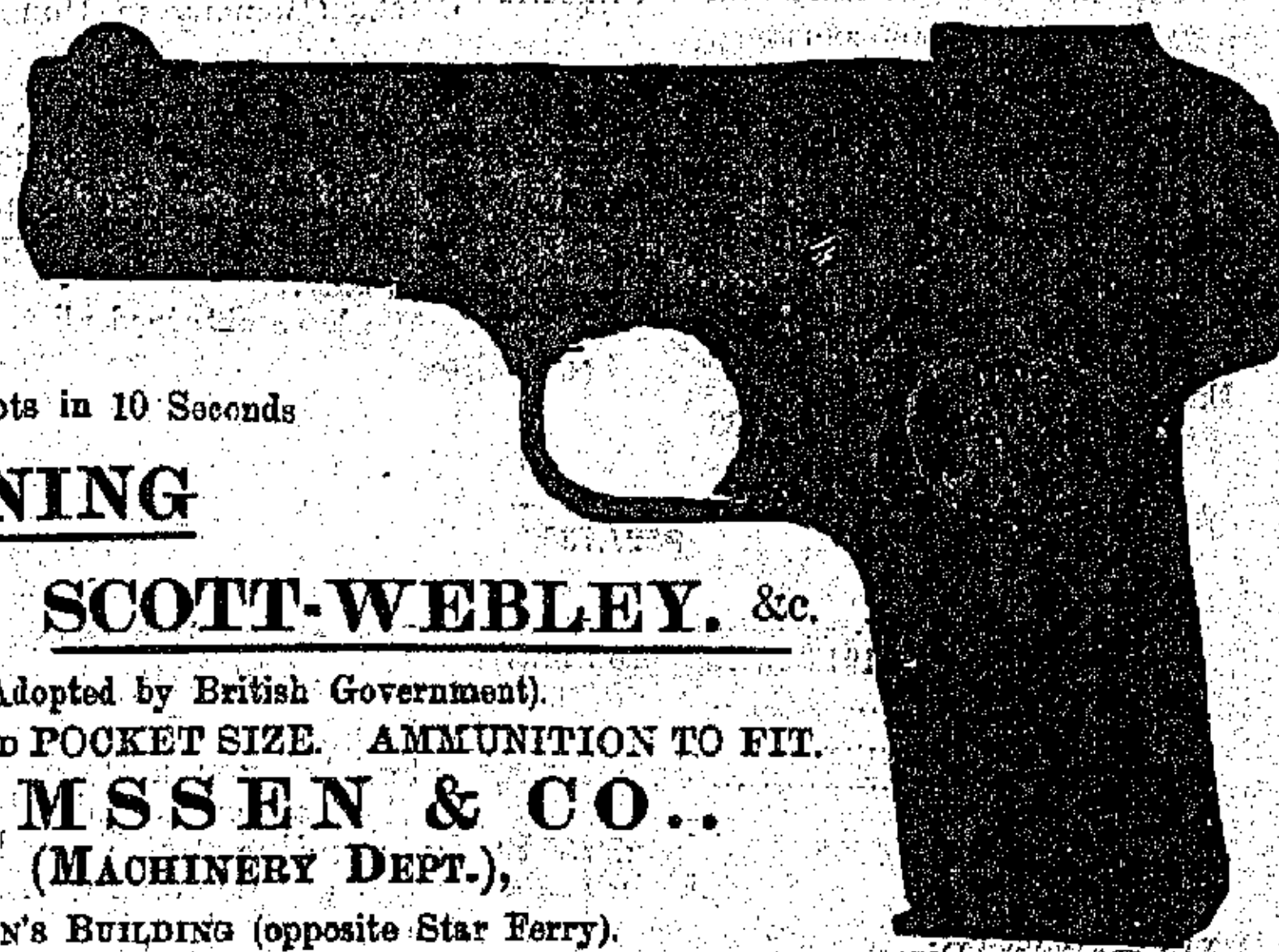
PER CASE OF 6 DOZ. PINTS.

" " " 4 " QUARTS.

HONGKONG AGENTS:

MACEWEN, FRICKEL & Co.

AUTOMATIC PISTOLS.



8 Shots in 10 Seconds

BROWNING

SCOTT-WEBLEY, &c.

(Adopted by British Government.)

ORDINARY AND POCKET SIZE. AMMUNITION TO FIT.

SIEMSEN & CO..

(MACHINERY DEPT.).

QUEEN'S BUILDING (opposite Star Ferry).

NOTICE.

WE have much pleasure in announcing to our Numerous Patrons and Customers that we have opened a NEW SILK STORE in the most up-to-date Style and Fashion at the Large and Commodious Premises No. 38 and 40, QUEEN'S ROAD CENTRAL, lately occupied by Messrs. H. Ruttonjee & Son, where we are displaying an entirely new, handsome and gorgeous Stock of SILK GOODS and JEWELLERY WARE of all Descriptions in a Variety of New, Elegant and Attractive Designs and Patterns.

The Stock Includes a Choice Selection of Turkish, Persian and Indian SILK CARPETS and WOOLLEN RUGS in Choice and Elegant Patterns. Prices Specially Reduced for Summer. Cheapest Store in the Colony. An Early Visit Earnestly Solicited.

D. CHELLABAM.
Hongkong, 26th July, 1913. [1607]

ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1912.

REVISED BY THE MINISTER.

PRICE \$5.

DAILY PRESS OFFICE.

Hongkong, 15th June, 1913.

THE DAIRY FARM Co., LTD.

PURE, RICH AND WHOLESOME

MILK

Straight as it comes from the Cow.

The Company's Farms, Utensils and Methods are Models of Cleanliness and, in these particulars, are probably unsurpassed in the World.

ON SALE.

A TABLE OF THE RATES OF EXCHANGE AT BOMBAY For Demand Drafts on London on the day of or preceding the departure of the English Mails; also Table of the Yearly Approximate Averages for 36 years.

FROM 1874 TO 1909.

PRICE \$2 CASH.

On Sale at the DAILY PRESS Office Local Booksellers.

INTIMATIONS

HONGKONG HOTEL CO., LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the HONGKONG HOTEL COMPANY, LIMITED, will be held at the premises of that Company, Pedder Street, Victoria, in the Colony of Hongkong, on WEDNESDAY, the 28th day of January, 1914, at 12.30 o'clock in the afternoon, when the subjoined Resolution (which was proposed at and submitted to the Extraordinary General Meeting of the Company held on the 25th October, 1913, and which was passed at the Poll taken as directed at such Meeting on the 10th day of January, 1914, will be submitted for confirmation as a Special Resolution—

That the following new Article be inserted in the Company's Articles of Association after Article 10 thereof:—
"10A. The Company shall pay Dividend, in respect of any existing or new Shares of the Company, in proportion to the amount paid up on each Share where a larger amount is paid up on some Shares than on others."

By Order of the Board of Directors,
J. H. TAGGART,
Acting Secretary.
HONGKONG HOTEL CO., LTD.
Dated this 12th day of January, 1914. [157]

TO THE MEDICAL PROFESSION.

MISS MORITA, CERTIFICATED MASSEUSE (with diploma in Physiology and Anatomy), will be pleased to give Massage, and/or medical supervision. Address—NOMURA HOTEL, 15, 16 and 17, Connaught Road. Telephone No. 400. Hongkong, 2nd December, 1913. [1388]

FOR SALE.

ONE SET OF SHIP'S MOORINGS with Buoy Complete, suitable for Vessels up to 2,000 tons. These Moorings are practically New. For further particulars, apply to—GIBSON & Co., Care of "Daily Press" Office. Hongkong, 16th January, 1914. [173]

FOR SALE.

A GOOD HACK, sound and quiet, 13.1 hds. colour Grey. Apply to—"P.I." Care of "Daily Press" Office. Hongkong, 16th January, 1914. [174]

STOP! LOOK! LISTEN!

RACES are Coming, and we have JUST UNPACKED for the Season—

LADIES' FASHIONABLE SILK NECKWEAR, Best Varied Selection ever shown in Our Special Show Cases.

Finest Quality, Various Designs—Handkerchiefs, Latest Style Colours, Neckties, Neckties, Style Tweed and Showerproof Hats, &c., &c., &c.

Come Early before they are Sold Out.

HOOSAIN-ALI & Co.,
10, D'AGUIAR STREET.
Hongkong, 26th November, 1913. [37]

GRACA & CO.

PEPPER ST. (Hongkong Hotel Building). Dealers in

POSTAGE STAMPS, PICTORIAL POST CARDS, SEEDS, BOOKS, TOYS, &c.

Just Received: POSTAGE STAMP CATALOGUES FOR 1914.

Hongkong, 29th December, 1913. [1498]

TO LET.

TO LET.

FURNISHED, for Seven Months from the 1st week in March, 1914, No. 64, THE PEAK.

Apply to—DR. G. M. HARTON.
Hongkong, 31st December, 1913. [119]

TO LET.

LA HACIENDA WEST, 73, THE PEAK, partially furnished. From 1st March. Apply to—THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 7th January, 1914. [133]

TO BE LET.

"CRAIGMIN WEST" 138, Magazine Gap, for eight months from 1st March, 1914. Partly furnished. FIVE ROOMS. Electric Light throughout. Cheap rent.

Apply to—"J.D." Care of "Daily Press" Office. Hongkong, 8th January, 1914. [139]

TO LET.

FOUR-ROOMED HOUSES in Granville Avenue and Salisbury Avenue, Kowloon. Cheap rentals.

SHOP with GODOWN attached, Nathan Road, Kowloon. Kowloon Marine Lot No. 48, with Wharf.

Apply to—HUMPHREYS ESTATE & FINANCE Co., LTD., Alexandra Buildings. Hongkong, 12th November, 1913. [133]

TO LET.

TO LET.

MERION, Nos. 9 and 10, PEAK, Unfurnished, 6 Rooms. Cheap rental, from 1st December, 1913. Newly Painted and Colour-washed.

ONE SMALL GODOWN in Duddell Street.

No. 3, THE ALBANY, Robinson Road. No. 19, SHELLEY STREET.

"KELLETT CREST," No. 66, THE PEAK from 1st March, 1914. Partly furnished.

No. 5, CAMERON VILLAS, No. 59, PEAK To Let, furnished, for one year, from 1st May 1914.

CAMERON VILLAS, No. 60, PEAK To Let, furnished, for 1 year, from 1st May, 1914. Partly furnished. Cheap rent.

"ROGATE," Austin Road, Kowloon Unfurnished.

No. 88, PEAK, MOUNT KELLETT (Church Mission Society Bungalow), from 1st October, 1913, till 30th May, 1914. Partly furnished. Cheap rent.

FOR SALE.

"GLENSHIEL," 124, Barker Road. 5 ROOMS, close to Tram Station.

FOR SALE.

"HARTING and ROGATE," on part of Kowloon Island Lot No. 1154. Apply to—LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings. Hongkong, 12th January, 1914. [55]

TO LET.

FIRST FLOOR of No. 4, DES VŒUX ROAD CENTRAL, suitable for Offices. Occupation from 1st March next.

Apply to—DAVID SASSOON & Co., LTD. Hongkong, 14th January, 1914. [167]

TO LET OR FOR SALE.

GODOWNS at 88, 88A, 99 and 99A, PRYIA East. Apply to—HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD., Hotel Mansions. Hongkong, 4th September, 1913. [59]

TO LET.

No. 1, "DURBAR VILLAS," Kowloon. Apply to—SPANISH DOMINICAN PROCUSSION. Hongkong, 3rd January, 1914. [122]

TO LET.

YALTA, MOUNT KELLETT (65, THE PEAK), for 6 or 7 months from April 15th, 1914. Fully furnished. SIX ROOMS, Electric Light throughout, Croquet Lawn.

Apply to—W. D. GRAHAM, 65, The Peak. Hongkong, 19th December, 1913. [117]

TO LET.

OFFICE in ALEXANDRA BUILDINGS. Apply to—A. S. WATSON & Co., LTD. Hongkong, 22nd August, 1913. [18]

TO LET.

OFFICE on Third Floor of Hotel Mansions. Apply to—HENRY HUMPHREYS, Alexandra Buildings. Hongkong, 16th December, 1913. [1436]

TO LET.

SHOP, No. 12, Queen's Road Central. No. 9, MOUNTAIN VIEW, PEAK. 2, FAIRVIEW, Nathan Road, Kowloon.

Apply to—M. J. D. STEPHENS. Hongkong, 11th December, 1913. [57]

TO LET.

FROM 1st April next, "STONEHENGE," No. 5, ROBINSON ROAD, containing 17 BED ROOMS with BATHROOMS, DRAWING ROOM, DINING ROOM and other conveniences suitable for a Boarding House.

Apply to—DAVID SASSOON & Co., LTD. Hongkong, 1st January, 1914. [1495]

TO LET.

OFFICES in King's Building. Apply to—THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD. Hongkong, 1st January, 1914. [56]

TO LET.

OFFICES, ROOMS, and GODOWNS, on Ground and Second Floors, No. 14, Des Vaux Road Central, the Premises now occupied by The South China Morning Post, Limited. Possession, 1st May, 1914, or earlier.

FLATS, "WILD DILL," Wanchai Road. "HOMESTEAD," No. 45, Peak. Immediate possession.

Apply to—SANG KEE, Care of COMPASSION DEPARTMENT, Hongkong and Shanghai Bank. Hongkong, 28th October, 1913. [60]

Wm. & A. Johnstone & Co.
The Wine Merchants of the East

NAPIER
JOHNSTONE'S
"SQUARE BOTTLE"

WHISKY.
UNVARIED FOR OVER
150 YEARS.
THE SAME TO-DAY AS IN
1745.
BEWARE OF
IMITATIONS.
SOLE AGENTS IN HONGKONG
LANE CRAWFORD & CO.
and from ALL WINE MERCHANTS.

KEATING'S
LOZENGES
Cure the Worst Cough.

HIMROD'S
CURE for
ASTHMA
FAMED FOR 40 YEARS.
Sold in this by all
Chemists and Stores
throughout the Country.
Beware of Imitations.

APIOLINE
(CHAPOTEAU)
LADIES' REMEDY
For functional troubles, delay, pain
and those irregularities peculiar to
the sex.
Prescribed by the highest French
Medical authorities and superior to
T-mex, steel drops and Peppery
CHAPOTEAU, 8, rue Vivienne, Paris.
Sold by all Chemists.

THE NEW FRENCH REMEDY.
THERAPION No. 1
Cures Rheumatism, Gout, without medication.
THERAPION No. 2
Cures Blood Poison, Skin Eruptions, Scabies, etc.
THERAPION No. 3
Cures Constipation, Indigestion, Flatulence, etc.
Solely by LANE CRAWFORD & CO., 10, QUEEN'S ROAD, HONGKONG.
A CURE FOR YOU
SEE THAT TRADE MARK WORD "THERAPION" IS ON
THE BOTTLE. STAMP APPLIED TO ALL GENUINE BOTTLES.
INSIST ON HAVING THERAPION.

ON SALE
AT THE
HONGKONG DAILY PRESS
OFFICE.
NEW AND UP-TO-DATE
PLANS OF THE SI-KIANG
OR
WEST RIVER.
PRICE ONE DOLLAR.
Giving all the Important Towns en route
from CANTON TO WUCHOW.
Hongkong, 5th April, 1913

ACTIONS AND REACTIONS
IN CHINA.

IV.—EDUCATION.

The part that education has played in the evolution of the new conditions in China is so universally recognized, and is indeed so obvious, that it may seem an unnecessary labour to reopen the ground and once more recount the processes by which this force has exerted itself, but the essential importance of the subject can scarcely be made an adequate reason for omitting it. Moreover, the position of education in China will not be the same after the triumph of Young China: the new conditions will react on it and it is impossible to arrive at any conclusion as to what will be the result without considering all the antecedent circumstances and the position of education with relation to China in the past.

Up to a few years ago, "stagnant" was a favourite word for describing the state of China, and the principal cause of this stagnation lay in the systems of education and examinations, which mutually interacted in such a way that all originality was placed severely at a discount, while there was a vested interest in preserving things *in statu quo*. Any change in the system of education would mean a change in the examinations, and *vice versa*, and as for centuries the only influential and articulate section of China was the lettered class, the vast majority of whom hoped for honours and a lucrative post as a result of the examination system, while any change in that system would mean that their years of labour were rendered useless, the wonder is not so much that stagnation was for so long a characteristic of China, but rather that reform, let alone revolution, should ever have become possible.

Probably the most famous educational reformer in Chinese history is Wang An-shih (A.D. 1021-1086), while the contempt with which he has been regarded by Chinese historians is evidence of the stubborn resistance opposed by the *literati* to anything that would interfere with their vested interests. Wang An-shih's proposed reforms were not confined to the educational field, and some of them were so drastic that even in the twentieth century it is easy to realize the horror with which they must have been received in the eleventh, but for all of them he claimed that they were based on a more correct interpretation of the Classics, which in itself was sufficient to mark him as a heretic in the eyes of those who held that the Classics must not be interpreted otherwise than on the stereotyped traditional lines. Of his educational reforms, Giles says: "He attempted to reform the examination system, requiring from the candidates not so much grace of style as a wide acquaintance with practical subjects. 'Accordingly,' says one Chinese writer, 'even the pupils of village schools threw away their text-books of rhetoric, and began to study primers of history, geography, and political economy.' (Biographical Dictionary, 2,134). Even in his lifetime, Wang An-shih saw the whole of his policy reversed, and subsequent generations showed their disfavour by removing, 160 years after his death, his tablet from the Confucian Temple, where it was placed in 1104.

Centuries passed after the reversal of Wang An-shih's reforms, dynasties rose and fell, but still China's examination system (and consequently her system of education, for the two are complementary) remained unchanged until the "Hundred Days" of reform in 1898 saw another abortive attempt at remodelling them. A tentative modification in the curriculum had, it is true, been made seven years previously, but it had practically died of inanition, and was in any case so half-hearted a measure as to be almost negligible. This cannot be said of the educational reforms that were ordered by the Emperor Kuang-hsi under the influence of K'ang Yu-wei.

The first, and in its future effects, probably the most important, Ordinance, directed a radical change in the obligatory subjects at the competitive examinations, success in which is the usual mode of entrance into the public service. A species of essay, of which the composition is governed by highly artificial rules, has hitherto been one of the most prominent features of these examinations. For this is now substituted a form of essay of a more practical character. The effect of this reform may be compared with the change that would be brought about if in England an absolute mastery of Sanskrit verse had been obligatory on all public servants, and were now being dispensed with. In other words, the large army of students in the Empire will save some years of almost useless study. The change has been made with such suddenness that injustice is done to those who have been preparing for the examination under present conditions, and considerable discontent must be aroused, but the future effect cannot be otherwise than good.

The next subject of recent decrees is the establishment of a college, or university, at Peking. It is not clear what the exact course of study at this institution is meant to be, the Imperial decrees only referring to its establishment in general terms, but the curriculum will evidently consist of various branches of European science, under Chinese and foreign professors.

K'ang Yu-wei's educational reforms were another attack on the vested interests of the scholars, and were in themselves sufficient to lay the foundation of the hostility which finally culminated in his overthrow, although the immediate cause of the Empress Dowager's *coup d'état* was one personal to herself. The Imperial Decree (September 26th, 1898) reversing the reforms did not, however, deal very severely with the proposed educational changes. "The Imperial colleges," it ran, "will be ground for the cultivation of talent. Apart from those which are already being established in Peking and the provincial capitals, let the local

WM. POWELL,
LTD.

TELEPHONE 346.

4 DAYS
CASH SALEGENUINE
REDUCTIONS
IN ALL DEPARTMENTS.

WM. POWELL, LTD.

INDO-CHINA PORTLAND CEMENT COMPANY, LTD.

FAMOUS
DRAGON
BRAND
CEMENTHIGH
QUALITY
BUILDING
CEMENT

ALWAYS IN STOCK

Apply to P. SOFFIETTI & Co., 14, Des Vaux Road Central, 1st Floor. Telephone 2894.

Give her
BovrilBecause the Body-Building Power of
Bovril has been proved to be from
10 to 20 times the amount taken.JOHN & E. STURGE, Ltd.
Birmingham (England).PRECIPITATED
CHALK
(Calc. Carb. Precip.)All Grades, from lightest to very dense, to suit all needs.
CITRIC ACID, BICARBONATE of POTASH, ROCHELLE,
SALTS, and PULV. SEIDLITZ.

DINNEFORD'S

The Physician's Cure for
Gout, Rheumatism, Gravel,
and all other
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Heartburn, Indigestion, Sour Eructations, Biliary Affections.

officials in all prefectures and districts where it is proposed to establish minor colleges consider the local conditions and the convenience of the people. Let the temples in the provinces remain as before; there is no need to make colleges of them and disturb the feelings of the people. As might be expected, this half-hearted recognition of the need of educational progress, with its references to local conditions and the feelings and convenience of the people, was as effective a wet blanket on all such reforms as a down-right denunciation would have been. Another six years had to elapse, and China had to pass through the humiliations of 1900, before the old examination system was finally done away with.

Though it is indisputable that the old examination system was a worn out relic of antiquity unsuited to the needs of present day China, and that the substitution of a civil service system on modern lines was a beneficial change, no one would contend that the old system was an unmixed evil or that something of good had been lost something of good that the new system does not replace. The most obvious good point about the classical examination system was its essential democracy. In the

welter of corruption that characterized China, these periodic examinations furnish a refreshing example of purity and honesty. That there were occasional abuses is certain, but on the whole the unscholarly man, however rich he was, stood no chance against a poor man who was of superior literary attainments. Perspiration, and the usual examination tricks known to students all the world over, were the form the abuses most commonly took, and bribery was rare, and every precaution was taken to eliminate the possibility of undue influence, all the essays being transcribed by a clerk before submission to the examiners, for fear that if they saw the originals they might recognize the handwriting of the candidates. No better proof of the essential honesty of the system need perhaps be sought than the honour in which successful candidates were held by the people, and especially by those most intimate with them. When the people of a man's native town erect a memorial to celebrate his gaining the first place in the examinations, it is fairly certain that they consider that he gained the position as the result of merit and not of means.

(Continued on page 6.)

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[51-3]

BANKS

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Authorised Capital Fl. 30,000,000 (£2,500,000)
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SWISS BANK CORP.

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G. VERMEY, Manager.
No. 8, Des Vaux Road Central.
Hongkong, 3rd October, 1913. [21]THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.Paid-up Capital... £1,200,000
Reserve Fund... £1,700,000
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CURRENT ACCOUNTS opened and FIXED DEPOSIT received for 1 year or shorter periods at rates which will be quoted on application.A. S. HEWITT,
Acting Manager
Hongkong, 14th April, 1913. [1494]THE
YOKOHAMA SPECIE BANK,
LIMITED.Authorised Capital... Yen 48,000,000
Paid-up Capital... " 30,000,000
Reserve Fund... " 18,500,000

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Antung-Hsin Liao-Yang (Port Arthur)
Canton Kobe (Port Arthur)
Hongkong London San Francisco
Peking Shanghai
Tientsin
YokohamaINTEREST ALLOWED ON CURRENT ACCOUNTS.
Deposits received for fixed periods at rates to be obtained on application.EISHI ONO,
Manager.
Hongkong, 30th September, 1913. [464]THE MERCANTILE BANK OF
INDIA, LIMITED.Authorised Capital... £1,500,000
Paid-up Capital... " 1,125,000
Reserve Fund... " 562,500BANKERS:
BANK OF ENGLAND,
and
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Account at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON,
Manager.
Hongkong, 14th July, 1913. [788]

HONGKONG SAVINGS BANK.

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For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STABB,
Chief Manager.

Hongkong, 1st July, 1911. [16]

BANKS

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9, Queen's Road, Hongkong, 21st October, 1913. [1230]

THE BANK OF TAIWAN, LIMITED.
(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)Capital... Yen 10,000,000
Capital Subscribed (paid up) " 9,250,000
Reserve Fund... " 2,620,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENCIES:—
Amoy Swatow Tainan
Anping Kobe Tamsui
Canton Nagasaki Tokyo
Fouchow Osaka Yokohama
Keelung ShanghaiHONGKONG OFFICE,
9, Des Vaux Road.
Interest allowed on Current Accounts.

Deposits received on terms which may be had on application.

K. TSUDZURABARA, Manager.
Hongkong, 1st May, 1913. [1272]HONGKONG AND SHANGHAI
BANKING CORPORATION.Paid-up Capital... \$15,000,000
Reserve Funds—
Sterling... \$1,500,000 at 2/—\$15,000,000
Silver... \$17,450,000

Reserve Liability of Proprietors \$15,000,000

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W. L. Farnham, Esq.
H. A. Siebs, Esq.
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Hongkong—N. J. STABB.MANAGER:
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LONDON COUNTY AND WESTMINSTER BANK, LIMITED.HONGKONG—INTEREST ALLOWED.
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For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.N. J. STABB,
Chief Manager.
Hongkong 9th January, 1914. [15]

ACTIONS AND REACTIONS IN CHINA.

(Continued from page 5.)

The rich and poor man both stood on the same footing in the examination hall, and as this was the one recognized mode of entry into the public service, the result was that the highest posts in the land were open to the brilliant and industrious in any and every station in life in a way that they are not in the West. Chinese history abounds with instances of men in humble position who have through their ability attained the highest rank in the State. Perhaps the most noteworthy of modern and well authenticated cases is that of Lo Ping-chang, the patron of the famous Tseng Kuo-fan. When he was boy of 17 he was a slave in the family of a gentleman at Fushan, and was employed as a cook. He ultimately gained one of the highest literary honours that China has to offer, being appointed to the Hanlin College, and the last few years of his life were spent as Viceroy of Szechuan.

There is great danger of this essential democracy being lost with the establishment of a Western system of education in China. The higher academic honours still, in theory, are as much open to the poor as to the rich: in the same way in England the Law Courts are equally available to all, in theory, though in practice the incidental expenses exclude many and prevent their obtaining the justice which is their right. Under China's new educational system bribery and corruption will, it is to be assumed, be as sternly discountenanced as in the past, and the wealth of a rich man will be of no direct advantage to him, but on the other hand many a man will be directly handicapped by his poverty. Whatever drawbacks there were about the old system, it had at least this to commend it, that it was inexpensive: a modest collection of books, a pen, and an ink-slab were all the materials and apparatus necessary, while the narrowness of the curriculum avoided the necessity of a large number of specialist instructors and consequent attendance at a college or university, so that it was possible for a student to spend little or nothing on outside assistance and rely solely on his own study and natural skill. A poor man could, and sometimes did, gain the highest literary honours in the land under the old system, but it would be almost impossible for that to take place now, when college courses, embracing a large number of subjects and involving the purchase of expensive books and apparatus, are necessary, as well as perhaps a period of residence in a foreign land. It is no doubt possible to make too much of this, but the loss will certainly be a real one: the possibilities held out under the old system were the strongest incentive to universal education and it is due to them that fifty years ago there was probably a smaller percentage of illiterates in China than in any country of Europe.

The narrowing in the prospects of the masses caused by this change will, however, be rectified to some extent by the fact that the public examinations are no longer to be the sole road by which the public service is entered. Exactly what the relation between the educational system and the public service will be at present, under the Constitution of the Republic, has not been finally decided, but Article 11 of the Provisional Constitution provides that "Citizens shall have the right of participating in examinations for public posts," and the rules of the Bureau of Civil Appointments, promulgated on July 20th, 1912, include among its duties "the holding of advanced examinations for civil officials," but it is at the same time clear that the highest appointments in the State will be independent of examinations. In the absence of a final Constitution, it may be assumed generally that the subordinate posts will be allotted on the results of examinations, while the higher will be dependent on Parliamentary and similar influences—i.e., ultimately, on election results. Whatever form this rule takes it is, however, certain to be modified in its operation by the profound respect in which learning is held in China. This feeling is so much an ingrained habit of thought that it must always have a very strong influence, and we may safely expect, even where appointments are made by popular election, that a man's literary skill and academic achievements will be advanced as arguments in his favour, and that these factors will often carry a preponderant weight. None the less, the essential connection (whatever it may have been) between China's official system and her system of education has gone.

Successive writers on China have seen in her examination system the great cause of her long endurance and stability. Meadows says—

"In every case the institution of Public Service Examinations (which have long been strictly competitive) is the cause of the continued endurance of the Chinese nation: it is that which preserves the other causes and gives efficacy to their operation. By it, all parents throughout the country, who can compass the means, are induced to impart to their sons an intimate knowledge of the literature which contains the three doctrines above cited, together with many others conducive to a high mental cultivation. By it, all the ability of the country is enlisted on the side of that Government which takes care to preserve it in purity. By it, with its impartiality, the poorest man in the country is constrained to say that if his lot in life is a low one, it is so in virtue of the 'will of Heaven,' and that no unjust barriers created by his fellow men prevent him from elevating himself." (The Chinese and their Rebellions, p. 401.)

Commenting on this, J. O. P. Bland writes:—
"The value of the competitive examination system as an enduring source of national cohesion and stability can scarcely be exaggerated. Bearing this fact in mind, the suddenness with which the ancient classical examinations were abolished in 1904" (though this 'suddenness' it is pertinent to remark, is discounted when it is realized that, as will be seen later, the change had been visibly in preparation for 13 years, while the reforms of 1898 had sounded a loud

warning note) "and the failure to replace them by something equally satisfying to the soul of the people, must be a cause productive of disaster in the present and wide-spread unrest for years to come, a cause which, in the turmoil of Treaty-port politics, has not received the attention it deserves." (Recent Events and Present Policies in China, p. 75.)

Sir Robert Douglas, though he does not render whole-hearted homage to this theory, gives it his qualified approval:—"The united voice of all the great teachers which the Chinese have been taught to obey have joined in impressing on the people the importance of preserving this harmony in all the relations of life—whether as ruler and minister, father and son, husband and wife, brother and brother, or friend and friend. . . . This principle of harmony is brought prominently before the people by means of the established competitive examinations." (Society in China.)

If all this, and in particular Meadows' dictum, that "the institution of Public Service Examinations is the cause of the continued endurance of the Chinese nation," is true, it follows that the future of the Republic, without these examinations on the time-honoured basis, will be fraught with perils of the gravest nature. Those who hope that the change will in the long run prove beneficial to China may take heart on considering that the English nation has managed to hold together for ten centuries or so without the aid of such examinations, and that, under a diametrically opposite system, Japan not only preserved her cohesion and stability, but was saved from those periodic subjugations to an alien yoke which have been the lot of the Chinese nation.

The three ways in which the examination system worked for the solidity of the States were: (a) It encouraged education, and produced widespread literary culture; (b) The ability of the country, wherever found, was by it placed at the service of the State (these, it will be noted, are two of the features on which Meadows bases his argument); and (c) By the series of tests first at the prefectural capitals then at the provincial capitals and finally at Peking it linked up the whole country with the metropolis and made its position as the administrative centre and headquarters of the State very real. In so far as these features were of actual benefit (Meadows seems to exaggerate the genuine educational benefits) their loss with the abolition of the examination system must be detrimental to the State, unless the Republic has something to substitute for them. Without going into detail it may be laid down broadly that democratic elections, the Provincial Assemblies, and the national Parliament at Peking should fulfil the requirements under (b) and (c) above, while when the new educational system is in full working order, it should be far more effective for purpose (a) than was the old system.

Even if the old examination system was in theory all that has been claimed for it, its value was greatly discounted by the imperfections in its practical operation. Supply and demand were in no way correlated, with the result that year after year there was turned out a number of graduates, and "prospective" officials who had actually no prospect of obtaining an official post. This in itself would have been immaterial, but all these unemployed graduates were vested with certain privileges and rights, while it was at the same time considered "beneath their dignity to engage in any business. China was thus by the direct operation of her examination system cumbered with a vast army of men—Sir Robert Douglas quotes 21,108 as being the number at one time, but such exactitude of statistics is scarcely to be looked for in China—who were economically wasteful, and who served no useful purpose in the State. What made this still more deplorable was the fact that these men—the *literati*, or gentry, as they were alternatively styled—were on the whole of a superior type and among the pick of their generation, and might have proved a tower of strength to their country had there only been some way of utilizing their learning and ability, or, to put it in another way, had their learning been of such a nature that it could have been turned to useful ends. Instead, they were too often a nuisance to their own officials, while they were almost invariably at the head of any anti-foreign movement. This anti-foreign spirit of the *literati* is probably due primarily to natural conservatism—the phenomenon can be witnessed even at Western seats of learning—while they also regarded themselves as being from their position the peculiar guardians of the Confucian tradition and the sworn foes of anything that appeared inconsistent with or hostile to the teachings of the Master. They persecuted in turn the disciples of Buddha and Lao-tzu, and their opposition to Christian missions has become almost proverbial, and for its most striking manifestation in the anti-foreign riots that started in Hunan in 1891 and spread through the whole of the Yangtze valley. The influence and privileges of the *literati* were in this case sufficient to shield them from all punishment, and the instigator, a scholar named Chou Han, was allowed to remain at large unpunished on the ground that he was a lunatic and not responsible for his actions, and in 1894 he resumed his anti-missionary activities, posting inflammatory placards and advising the wholesale slaughter of native converts.

The modernization of China's system of education will mean that surplus students, for whom there are no official posts and who consequently are thrown on their own resources, will not be a drug on the market in the same way as were the surplus graduates under the old system; for their knowledge will at least be of far more practical use, and better fit them to be of service in the world, than were the stores of classical lore that were the only resource that the *literati* of the old school derived from their education, while, looking far ahead, there should under the Republic be many additional opportunities for the members of the leisured classes to serve their country in municipal, provincial, or parliamentary life. Moreover, it is to be assumed that the civil service examinations of the future will be more scientifically organized than they were in the past—that there will no longer be three or four "prospective" officials for every



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one who actually serves, and that there will be such an age limit fixed that it will no longer be possible for a man to waste the best years of his life in vain endeavour. The student class of the present day is by no means immaculate, but its shortcomings and faults are generally those of a new institution that has not yet found its place in the established order of things, and are in no sense on the same footing as the considered and consistent anti-foreign, anti-reform attitude of the old *literati*, and in so far as the reformed education system puts an end to this latter element, its benefits in this one respect alone would be sufficient to justify the change.
(To be Continued.)

PASSENGERS.

ARRIVED.
Per *Chiyuen*, from Shanghai, Mrs. Hamlyn and Mr. Jas. Logan.
Per *Luetow*, for Hongkong, from Shanghai, etc., Mr. J. C. Parkin, Mr. F. Maus, Miss Ph. Holman, Mrs. E. Burn, Mr. and Mrs. F. Figueroa, Mr. W. Guth, Mr. Greiser, Rev. and Mrs. G. F. Fitch and Mrs. Fr. Aronowitch.

PASSED THE CANAL.

December 12th—*Aleus*.
December 16th—*Japan*, *Vorwarts*.
December 19th—*Macedonia*, *Persia*.
December 23rd—*Ateus*, *Kasama*, *Deike*, *Rickmers*.
December 30th—*Benvenue*, *Goeben*, *Mainam*, *Nore*, *Nubia*, *Saxonia*, *Tydeus*, *Wakasa Maru*, *Yangtze*, *City of Baroda*.
January 2nd—*Cardiganshire*, *Aragonia*, *Glenturret*, *Sambia*, *Bradstone*.
January 6th—*Bohemia*, *Etrano Maru*, *Konang Si*, *Spesia*, *Stenor*, *Sunda*, *Demodocus*, *Magellan*.
January 9th—*Aleus*, *Volentia*.
January 13th—*Benlomon*, *Denbighshire*, *Defffingier*, *Eumacrus*, *Glentochy*, *Himalaya*, *Indien*, *Nile*, *Segovia*.
January 16th—*Agamemnon*, *Atholl*, *Austria*, *Brasilia*, *Kaga Maru*, *Munster*, *Castle*, *Princess Alice*, *Katori Maru*, *Nera*.
January 19th—*Sachsen*, *Africa*.

SHIPPING REPORT.

The British str. *Borneo* reports: Fine weather.
The British str. *Glenfalloch* reports: Moderate monsoon and fine weather.

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TJITAROEN	JAVA	Second half of January	SHANGHAI	Second half of January
TJILAWONG	JAVA	First half of February	JAPAN	First half of February
TJILATJAP	JAVA	First half of February	JAPAN	First half of February
TJIKINI	JAVA	Second half of February	SHANGHAI	Second half of February
TJIBODAS	JAVA	First half of March	JAPAN	First half of March

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Hongkong, 21st January, 1914.

NOTICES TO CONSIGNEES

EAST ASIATIC COMPANY, LIMITED, COPENHAGEN.

NOTICE TO CONSIGNEES

THE Steamship

"ANNAM"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.
Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst. will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst., at 9.30 A.M.
All Claims must reach us before the 30th inst., or they will not be recognized.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the Undersigned.
MELOCHERS & Co., Agents.
Hongkong, 16th January, 1914. [179]

NOTICE TO CONSIGNEES

THE P. & O. S. N. Co's Steamer

"DEVANHA"
Arrived Hongkong on 16th January, 1914, FROM BOMBAY, COLOMBO AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.
This vessel brings on Cargo:—
From London, &c., ex s.s. "Malaga" and "Nellora."
From Persian Gulf, ex s.s. B. I. S. N. and B. & P. S. N. Co's Steamers.
Optional Cargo will be landed here unless intimation is given to the contrary within 6 hours.
Goods not cleared within 8 days including date of arrival will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and TUESDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.
No claims will be admitted after the goods have left the Godowns.
E. A. HEWETT, Superintendent.
Hongkong, 16th January, 1914. [1]

FROM EUROPE.

THE H.A.L. Steamship

"O. J. D. AHLERS"
Capt. H. Frericks, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Hongkong and/or Kowloon, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.
Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.
All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst. will be subject to rent.
All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 24th inst., at 9.30 A.M.
No Fire Insurance will be effected by us in any case whatever.
This Steamer brings on Cargo:—
Ex s.s. "Buzanne de Marie" from Bordeaux.
Ex s.s. "Kong Ring" from Christiania.
Ex s.s. "Albania" from Goteborg.
Ex s.s. "Jelo" from Bremen.
Ex s.s. "Albania" from Goteborg.
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 19th January, 1914. [183]

INDO-CHINA STEAM-NAVIGATION CO., LTD.
Tzeang, from Calcutta, is due in Hongkong 1st February.
Hanpang, from Shanghai, is due in Hongkong 25th January.
SHIRE LINE, LIMITED.
Vennacher, from Tacoma, is due in Hongkong 23rd January.
Cardiganshire, from London, passed the Canal 2nd January, is due in Hongkong 2nd February.

WEATHER REPORT.

On the 20th at 10.55 a.m.—A fresh anticyclone has formed over N. China. It is central to the north of the Yangtze Valley.
Pressure has increased slightly from S. Manchuria to N. Japan, but has decreased slightly over S. Japan and the Loochoos. It is nearly stationary in the South.
Moderate to fresh monsoon is indicated along the east coast of China and over the N. China Sea.
Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.
The forecast for the 24 hours ending at noon to-day is as follows:—
DISTRICT. FORECAST.

* Hongkong & Neighbourhood
Formosa Channel ... (N.E. gale.
South coast of China between (The same as Hongkong and Lamooka. No. 1.
South coast of China between (The same as Hongkong and Hainan. No. 1.
* N.E. winds, moderate to fresh; fine, colder.

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(BUCKNALL STEAMSHIP LINE, LTD.)

THE Steamship
Captain Leslie, will be despatched from Hongkong on the 23rd January for BOSTON AND NEW YORK (With liberty to call at Malabar Coast). For freight and further particulars, apply to THE BANK LINE, LTD., Agents, Hongkong, 10th January, 1914. [153]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION
COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"DEVANHA"
Captain W. R. Hickey, carrying His Majesty's Mail, will be despatched from this port for BOMBAY, on SATURDAY, the 31st January, 1914, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Co.'s s.s. "MOREA", from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable and Tea and Cargo for France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay and transhipped to s.s. "CALEDONIA", due in London on the 15th March, 1914.

For further particulars, apply to E. A. HAWETT, Superintendent, Hongkong, 10th January, 1914. [1]

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

s.s. "ERROLL" ... On or about 14th Feb.

For Freight and further information, apply to DODWELL & Co., Ltd., Agents, Hongkong, 21st January, 1914. [159]

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, January 20th

	Previous On	On Date	On Date
	Day	at 2 p.m.	at 6 a.m.
Barometer	30.13	30.15	30.14
Temperature	65	61	66
Humidity	68	75	59
Wind Direction	ESE	East	East
Force	2	2	3
Weather	b	b	c
Rain	0.00		

Highest open air Temperature on 19th ... 66

Lowest open air Temperature on 19th ... 59

HONGKONG TIDE TABLE.

From 21st to 27th January, 1914

	High Water	Low Water
Day of Week	Time	Time
Wed. 21	6.11	4.4
Thurs. 22	5.14	3.6
Fri. 23	6.17	4.0
Satur. 24	5.10	3.8
Sun. 25	6.10	4.0
Mon. 26	5.11	3.6
Tues. 27	6.11	4.0

ON SALE.

BOUND VOLUMES OF THE HONGKONG WEEKLY PRESS, JANUARY TO JUNE 1913. With Index. Price \$7.50. On Sale at the "HONGKONG DAILY PRESS" Office. Hongkong, 30th July, 1913.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong, "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number designating the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON & ANTWERP via SINGAPORE, &c.	BORNEO	Brit. str.	—	P. S. Ram, R.N.R.	P. & O. S. N. Co.	To-day, at 10 A.M.
LONDON via USUAL PORTS OF CALL	DEVANHA	Brit. str.	—	W. R. Hickey	P. & O. S. N. Co.	On 31st inst., at Noon.
LONDON & ANTWERP	MONMOUTHSHIRE	Brit. str.	—	—	JARDINE, MATHESON & Co., LD.	On 3rd Feb.
MARSHALLS via SINGAPORE, COLOMBO, PORT SAID	DUMERA	Brit. str.	—	—	MESSAGERIES MARITIMES	On 27th inst.
MARSHALLS, LONDON & ANTWERP via SINGAPORE, &c.	ANADARA MARU	Jan. str.	—	—	NIPPON YUSEN KAISHA	On 23rd inst., at D'light.
MARSHALLS, HAVRE & HAMBURG, &c.	ANADARA MARU	Jan. str.	—	—	HAMBURG-AMERICA LINE	On 8th Feb.
MARSHALLS, HAMBURG & ANTWERP, &c.	SUEVIA	Ger. str.	—	—	HAMBURG-AMERICA LINE	On 26th Feb.
MARSHALLS, DUNKERQUE, ROTTERDAM, BREMEN &c.	MARK	Ger. str.	—	—	MELCHERS & Co.	Middle of Mar.
HAVRE, BREMEN & HAMBURG, &c.	SUEVIA	Ger. str.	—	—	HAMBURG-AMERICA LINE	On 25th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	O. J. D. ARLERS	Ger. str.	—	—	HAMBURG-AMERICA LINE	On 22nd Feb.
VICTORIA, B.C. & TACOMA via JAPAN, &c.	PRUSSIAN	Ger. str.	—	—	HAMBURG-AMERICA LINE	On 13th Feb.
VICTORIA, B.C. & TACOMA via SHANGHAI, &c.	CHICAGO MARU	Jap. str.	—	—	—	To-morrow, at 1 p.m.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND	SHIZUKA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 27th inst., at Noon.
VICTORIA, VANCOUVER, SEATTLE & PORTLAND	CARDIGANSHIRE	Brit. str.	—	—	—	On 4th Feb., at 1 p.m.
NORFOLK, GENEVA, ALEXANDRIA, SOUTHAMPTON	SAISONA	Brit. str.	—	—	JARDINE, MATHESON & Co., LD.	About 5th Feb.
TRIESTE, FUME, VENICE via SINGAPORE, &c.	LUTZOW	Ger. str.	—	—	HAMBURG-AMERICA LINE	On 6th Feb.
TRIESTE, FUME, VENICE via SINGAPORE, &c.	CHINA	Aut. str.	—	—	MELCHERS & Co.	To-day, at 10 A.M.
TRIESTE, FUME, VENICE via SINGAPORE, &c.	BOHEMIA	Aut. str.	—	—	SANDER, WILBER & Co.	About 2nd Feb.
BOSTON & NEW YORK	KAPUR	Am. str.	—	—	SANDER, WILBER & Co.	On 15th Feb., at 4 p.m.
NEW YORK	ERROLL	Brit. str.	—	—	THE BANK LINE LTD.	On 23rd inst.
VANCOUVER via SHANGHAI, JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	2 m.	—	DODWELL & Co. LTD.	About 14th Feb.
VANCOUVER via SHANGHAI, JAPAN, &c.	MONMOUTHSHIRE	Brit. str.	2 m.	F. H. Davidson	CANADIAN PACIFIC CO.	On 5th Feb., at Noon.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	MONTAGUE	Am. str.	—	—	PACIFIC MAIL S.S. CO.	On 27th inst., at 1 p.m.
SAN FRANCISCO via MANILA & JAPAN, &c.	MONTAGUE	Am. str.	—	—	PACIFIC MAIL S.S. CO.	On 7th Feb., at Noon.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	PRINCE SIGISMUND	Jap. str.	—	—	TOYO KAISEN KAISHA	On 10th Feb., at Noon.
AUSTRALIAN PORTS via MANILA	ALDENHAM	Brit. str.	—	—	MELCHERS & Co.	On 24th inst., at 9 A.M.
AUSTRALIAN PORTS via MANILA	NIEBO MARU	Jap. str.	—	—	GIBB, LIVINGSTON & Co.	On 30th inst., at 10 A.M.
MEXICAN, PERUVIAN & CHILE PORTS via JAPAN	KIYO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 11th Feb., at Noon.
YOKOHAMA, KOBE & MOJI	TUJINGWONG	Dut. str.	—	—	TOYO KAISEN KAISHA	On 3rd Feb.
YOKOHAMA & KOBE via SHANGHAI	KUMANG	Brit. str.	—	—	JAVA-CHINA-JAPAN LINE	Quicks despatch
YOKOHAMA & KOBE via SHANGHAI	VORWARTS	Am. str.	—	—	JARDINE, MATHESON & Co., LD.	To-morrow, at Daylight.
KOBE & YOKOHAMA	HARANO MARU	Jap. str.	—	—	SANDER, WILBER & Co.	About 31st inst.
KOBE & YOKOHAMA	FRITZ WALDEMAR	Ger. str.	—	—	NIPPON YUSEN KAISHA	On 29th inst., at 11 A.M.
KOBE & YOKOHAMA	KUMANO MARU	Jap. str.	—	—	MELCHERS & Co.	About 3rd Feb.
SHANGHAI, KOBE & YOKOHAMA	ANBOI	Brit. str.	1 m.	—	NIPPON YUSEN KAISHA	On 11th Feb., at 11 A.M.
SHANGHAI, KOBE & YOKOHAMA	GOEBEN	Ger. str.	—	—	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
SHANGHAI & TSINGTAU	CHENAN	Brit. str.	1 m.	—	MELCHERS & Co.	About 22nd inst.
SHANGHAI, KOBE & YOKOHAMA	NOBE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 24th inst., at Night.
SHANGHAI, KOBE & YOKOHAMA	MADELLAN	Freem. str.	—	—	P. & O. S. N. Co.	About 24th inst.
SHANGHAI, KOBE & MOJI	BOMBAY MARU	Jap. str.	—	—	MESSAGERIES MARITIMES	On 26th inst.
SHANGHAI, KOBE & MOJI	LOHIO	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 27th inst.
SHANGHAI, KOBE & YOKOHAMA	SEIZO	Brit. str.	—	—	DAVID SASSON & Co., LTD.	On 28th inst.
SHANGHAI, KOBE & YOKOHAMA	LOHIO	Brit. str.	—	—	HAMBURG-AMERICA LINE	On 28th inst.
SHANGHAI	CHINA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 29th inst., at 4 p.m.
SHANGHAI & TSINGTAU	YINGCHOW	Brit. str.	1 m.	—	P. & O. S. N. Co.	About 30th inst.
SHANGHAI	BOHEMIA	Aut. str.	—	—	BUTTERFIELD & SWIRE	On 31st inst., at Night.
SHANGHAI	HANGKANG	Brit. str.	—	—	SANDER, WILBER & Co.	On 1st Feb., at 6 A.M.
SHANGHAI	SHANGHAI	Brit. str.	—	—	JARDINE, MATHESON & Co., LD.	On 3rd Feb., at D'light.
SHANGHAI	SHANGHAI	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 3rd Feb., at Noon.
SHANGHAI, KOBE & MOJI	LAISANG	Brit. str.	—	—	JARDINE, MATHESON & Co., LD.	On 5th Feb., at D'light.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YERDO	Swed. str.	—	—	ARTHUR NISLSON & Co.	Beginning of March.
SHANGHAI	TUJINGWONG	Dut. str.	—	—	JAVA-CHINA-JAPAN LINE	Quicks despatch.
FOOCHOW via SWATOW & AMOY	KAIYO MARU	Jap. str.	—	—	OSAKA SHOSHEN KAISHA	On 23rd inst., at Noon.
AMING & TAKAO via SWATOW & AMOY	SOSHU MARU	Jap. str.	—	—	OSAKA SHOSHEN KAISHA	To-day, at 8 A.M.
AMING & TAKAO via SWATOW & AMOY	SAIKU MARU	Jap. str.	—	—	OSAKA SHOSHEN KAISHA	On 25th inst., at 10 A.M.
SWATOW, AMOY & FOOCHOW	SAIKU MARU	Jap. str.	—	—	DOUGLAS LARSEN & Co.	On 23rd inst., at 11 A.M.
SWATOW, AMOY & FOOCHOW	SAIKU MARU	Jap. str.	—	—	DOUGLAS LARSEN & Co.	On 30th inst., at 11 A.M.
MANILA, MANGARIN, CEBU & ILOILO	YUNFANG	Am. str.	—	—	SHENWAN, TOMES & Co.	To-morrow, at 4 p.m.
MANILA, CEBU & ILOILO	YUNFANG	Am. str.	—	—	JARDINE, MATHESON & Co., LD.	On 24th inst., at 2 p.m.
MANILA, CEBU & ILOILO	YUNFANG	Am. str.	—	—	BUTTERFIELD & SWIRE	On 28th inst., at 4 p.m.
MANILA, CEBU & ILOILO	YUNFANG	Am. str.	—	—	JARDINE, MATHESON & Co., LD.	On 31st inst., at 2 p.m.
MANILA, MANGARIN, CEBU & ILOILO	HUI	Am. str.	—	—	SHENWAN, TOMES & Co.	On 31st inst., at 4 p.m.
BATAVIA, OBERHOEF, SAMARANG, &c.	TUJINGWONG	Dut. str.	—	—	JAVA-CHINA-JAPAN LINE	Quicks despatch.
BOMBAY via SINGAPORE & COLOMBO	PENANG MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	To-day.
BOMBAY via SINGAPORE & COLOMBO	ANAN MARU	Jap. str.	—	—	OSAKA SHOSHEN KAISHA	On 3rd Feb., at Noon.
BOMBAY via SINGAPORE & COLOMBO	ONANG	Brit. str.	—	—	JARDINE, MATHESON & Co., LD.	To-day, at Noon.
SINGAPORE, PENANG & CALCUTTA	YANGSHING	Brit. str.	—	—	JARDINE, MATHESON & Co., LD.	On 23rd inst., at Noon.
SINGAPORE, PENANG & CALCUTTA	ABRAHAM APGAR	Brit. str.	—	—	DAVID SASSON & Co., LTD.	On 24th inst.
SINGAPORE, PENANG & CALCUTTA	KANAGAWA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 24th inst.
SINGAPORE, PENANG & CALCUTTA	KUSANG	Brit. str.	—	—	JARDINE, MATHESON & Co., LD.	On 9th Feb., at 2 p.m.
JESSELTON, KUDAT & SANDAKAN	BOHEMIA	Ger. str.	—	—	MELCHERS & Co.	On 4th Feb., at 9 A.M.
SAIGON	CHINL	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-day, at Noon.
HAIPHONG	KUICHOW	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 24th inst., at 10 A.M.

CANADIAN PACIFIC
ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1913.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

To VANCOUVER							To L'POOL		FROM L'POOL		FROM VANCOUVER						
STEAMERS	Hong-kong	Shanghai	Nagasaki	Kobe	Yokohama	Vancouver	St. John, N.B.	Liverpool	Liverpool	St. John, N.B.	STEAMERS	Vancouver	Yokohama	Kobe	Nagasaki	Shanghai	Hong-kong
	Leave	Leave	Leave	Leave	Leave	Arrive	Leave	Arrive	Leave	Arrive		Leave	Arrive	Arrive	Arrive	Arrive	Arrive
EMPEROR OF INDIA	Thurs. 5-Feb.	8 Feb.	10 Feb.	12 Feb.	14 Feb.	26 Feb.	4 Mar.	11 Mar.	3 Jan.	10 Jan.	EMPEROR OF JAPAN	15 Jan.	29 Jan.	30 Jan.	1 Feb.	3 Feb.	6 Feb.
EMPEROR OF ASIA	Thurs. 19 Feb.	22 Feb.	23 Feb.	25 Feb.	27 Feb.	8 Mar.	14 Mar.	21 Mar.	17 Jan.	23 Jan.	EMPEROR OF RUSSIA	29 Jan.	9 Feb.	1 Feb.	12 Feb.	14 Feb.	17 Feb.
EMPEROR OF JAPAN	Thurs. 5 Mar.	8 Mar.	10 Mar.	12 Mar.	14 Mar.	26 Mar.	1 Apr.	8 Apr.	—	—	MONTEAGLE	19 Feb.	7 Mar.	10 Mar.	12 Mar.	15 Mar.	18 Mar.
EMPEROR OF RUSSIA	Thurs. 19 Mar.	22 Mar.	23 Mar.	25 Mar.	27 Mar.	5 April.	11 April.	18 April.	—	—	EMPEROR OF INDIA	5 Mar.	19 Mar.	20 Mar.	22 Mar.	24 Mar.	27 Mar.
MONTEAGLE	Thurs. 11 April.	Moji 13 April.	Moji 15 April.	Moji 17 April.	Moji 19 April.	2 May.	—	—	21 Feb.	27 Feb.	EMPEROR OF ASIA	19 Feb.	7 Mar.	10 Mar.	12 Mar.	15 Mar.	18 Mar.

PASSAGE RATES—HONGKONG TO LONDON.

	VIA ST. JOHN, N.B.	VIA NEW YORK.
EMPEROR OF RUSSIA	Meals and Sleeping	\$71.10
EMPEROR OF ASIA	Car Berth across	\$65 — \$65 —
EMPEROR OF INDIA	Canada 25 additional.	\$43 — \$45 —
EMPEROR OF JAPAN		
MONTEAGLE		

Hour of Departure—All Steamers sail from Hongkong at Noon. Passengers purchasing Trans-Pacific Round Trip passage tickets to points in Canada and the United States have the option of returning from San Francisco by the steamers of the PACIFIC MAIL S.S. Co. or TOYO KISEN KAISHA. SPECIAL FIRST CLASS RATES granted to Naval and Military Officers, Civil Servants, Missionaries, etc. Particulars will be furnished on application. AROUND THE WORLD RATES in connection with SURE MAIL LINES or TRANS-SIBIRIAN ROUTE.

THE "EMPEROR OF RUSSIA" AND "EMPEROR OF ASIA" registered tonnage 16,850, displacement 30,625 tons, are new quadruple screw turbine steamers, the finest, fastest and most luxurious on the Pacific. Their passenger accommodation includes Suites, Rooms with Bath, Single Berth Rooms, Library, Lounge, Gymnasium, Laundry, etc. SPLENDID OVERLAND TRAIN SERVICE, connecting with the Company's Atlantic Steamers, "EMPEROR OF BRITAIN" and "EMPEROR OF IRELAND." HOTELS—The services furnished by the Company's chain of Hotels is unsurpassed. THE COMPANY'S STEAMERS are fitted with powerful Marconi Wireless Installation. Passengers may proceed by Rail between Ports of Call in Japan if so desired. Route from HONGKONG via SHANGHAI, NAGASAKI (through INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. For full particulars of Passage and Freight Rates, Pamphlets, etc., please Apply to—

D. W. CRADDOCK, GENERAL TRAFFIC AGENT, Corner Pedder Street and Praya

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	TO SAIL
SINGAPORE, PENANG & CALCUTTA "ONSANG"	Wedday, 21st Jan., Noon.
YOKOHAMA, KOBE & MOJI "KUMSANG"	Thursday, 22nd Jan., D'light
SINGAPORE, PENANG & CALCUTTA "YATSHING"	Friday, 23rd Jan., Noon.
MANILA "YUENSANG"	Saturday, 24th Jan., 2 P.M.
MANILA "LOONGSANG"	Saturday, 31st Jan., 2 P.M.
SHANGHAI "HANGSANG"	Tuesday, 3rd Feb., D'light
SHANGHAI, KOBE & MOJI "LAISANG"	Thursday, 5th Feb., D'light
SINGAPORE, PENANG & CALCUTTA "KUTSANG"	Monday, 9th Feb., 2 P.M.

RETURN TOURS TO JAPAN.

The Steamers "KUTSANG," "NANGANG" and "LAISANG" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "KUMSANG," "YATSHING" and "YUENSANG" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 6 days.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

+ Taking Cargo on through Bills of Lading to Y'chow, Chefoo, T'ain, D'hai, W'wei, T'at'at' and N'ow'nan.

1 Taking Cargo on Through-Bills of Lading to K'uat, Lahad, Datu, Simporna, Tawau, Umanan, Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 4. Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS, Hongkong, 21st January, 1914. [11]

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking

Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,

Telephone No. 215. AGENTS

Hongkong, 21st January, 1914. [41]

THE ROYAL MAIL STEAM

PACKET COMPANY.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

"SHIRE" LINE SERVICE—HOMEWARDS.

FOR STEAMERS DATE OF DEPARTURE

LONDON & ANTWERP ... "MONMOUTHSHIRE" ... On 3rd February.

LONDON & ANTWERP ... "DEN OF AIRLIE" ... About 5th March.

TRANS-PACIFIC "SHIRE" AND "GLEN" JOINT SERVICE.

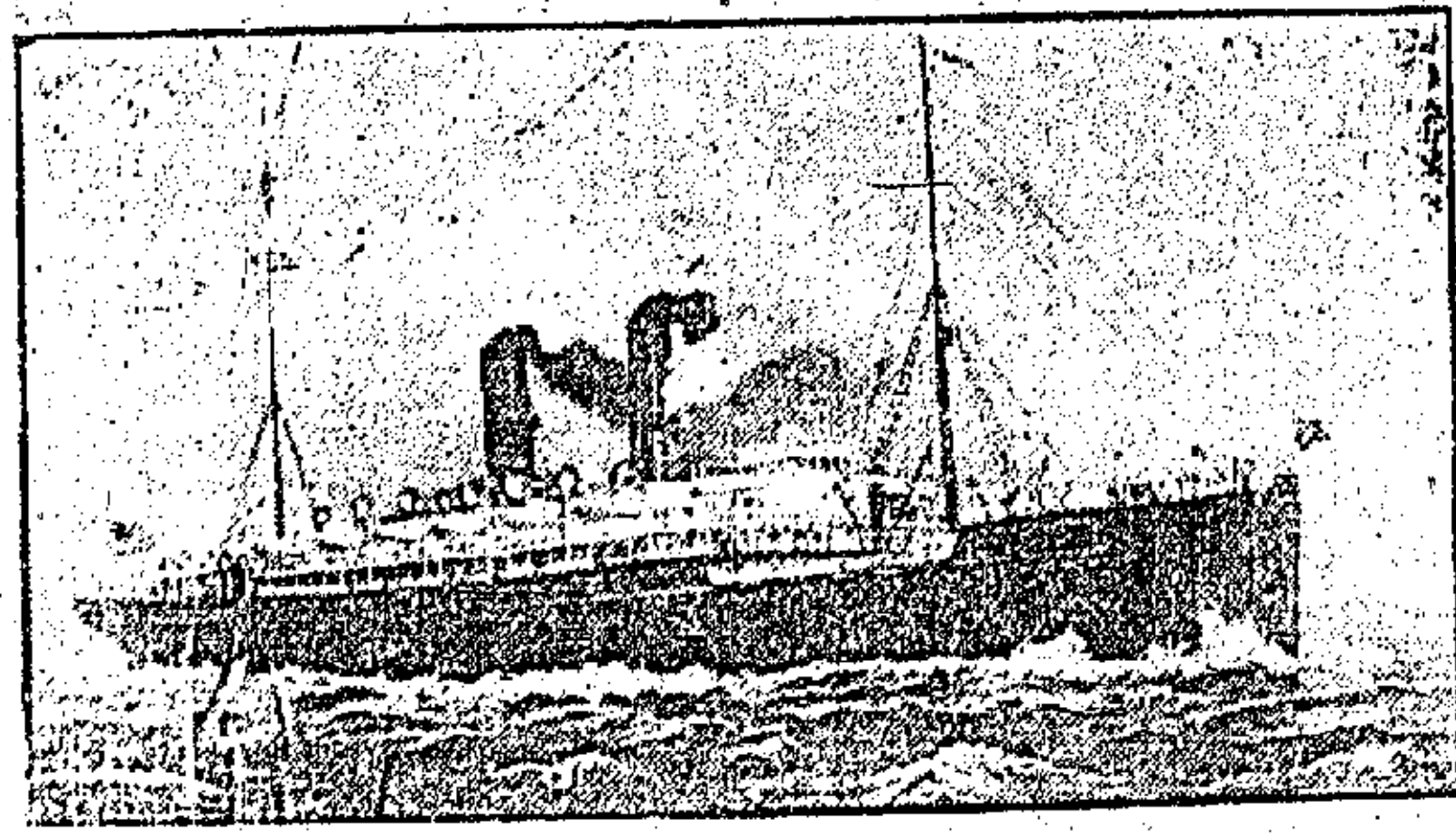
VICTORIA, VANCOUVER, SEATTLE, TACOMA ... "CARDIGANSHIRE" ... About 5th Feb.

VICTORIA, VANCOUVER, SEATTLE, TACOMA ... "RADNOSHIRE" ... About 8th Mar.

For Freight and Further Particulars, apply to Telephone No. 215 Sub Ex. No. JARDINE, MATHESON & Co., LTD., AGENTS. Hongkong, 20th January, 1914. [40]

PACIFIC MAIL

STEAMSHIP COMPANY.
THE AMERICAN LINE TO SAN FRANCISCO.



From HONGKONG calling at SHANGHAI, MANILA, NAGASAKI, KOBE (via Inland Sea), YOKOHAMA and HONOLULU (the Paradise of the Pacific). Through Service via NEW YORK TO EUROPE.

SOME FEATURES OF SERVICE.

ELECTRIC FANS, SWIMMING TANK, ORCHESTRA, AMUSEMENTS, WIRELESS TELEGRAPHY, SUBMARINE SIGNAL SERVICE, AND BILGE KEELS. CUISINE UNDER THE PERSONAL SUPERVISION OF MR. V. MORONI, ONE OF THE WORLD'S MOST FAMOUS CATERERS.

Return Portion of Round Trip Tickets, available for Passage via C.P.R. from Vancouver if desired. Through Passengers have the privilege of travelling by Rail between Ports of Kobe and Yokohama.

STEAMERS	Tons	Sailing
MONGOLIA	27,000	TUESDAY, 27th Jan., at 1 p.m.
PERSIA	9,000	SATURDAY, 7th Feb., at Noon.
KOREA	18,000	
SIBERIA	18,000	
CHINA	10,200	
MANCHURIA	27,000	
NILE	11,000	

S.S. "CHINA," S.S. "NILE" and S.S. "PERSIA" will proceed to Manila and hence direct to Nagasaki.

HONGKONG-MANILA SERVICE.

From HONGKONG.	Arrive Manila.	Leave Manila.	Due Hongkong.
7th Feb. ... PERSIA	9th Feb.	27th Jan. ... PERSIA	23rd Jan.

FOR FREIGHT OR PASSAGE, APPLY TO—

R. C. MORTON, AGENT.
KING'S BUILDING (opposite Blake Pier). TELEPHONE No. 141.
Panama-Pacific International Exposition—San Francisco—1915.

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	TONS	DATE OF SAILING.
SHANGHAI, YOKOHAMA, KOBE and MOJI	"YEDDO"	7,200	Beginning of March.

For Freight and Further Particulars, apply to ARTHUR NILSSON & Co., YORK BUILDINGS, TOP FLOOR.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.
FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FOR	STEAMER	TO SAIL
SHANGHAI, KOBE and YOKOHAMA	MAGELLAN	On 26th January.
MARSEILLES via PORTS	DUMBEA	On 27th January.

ALL STEAMERS FITTED WITH WIRELESS.
TRANSFERRING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA; at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.
Through Tickets to LONDON via PARIS by rail.
Circular Tickets to Europe via Suez and SIBERIAN ROUTE and vice-versa delivered here.
For further particulars apply to S. C. de BUSSIERE, ACTING AGENT, QUEEN'S BUILDING.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS: From HONGKONG: 31st January, 1914. Connecting with "KATANGA" From COLOMBO: 16th February, 1914.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient indentment offered and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS: From Hongkong "SALAMIS" About 15th March.
FIRST CLASS ACCOMMODATION FOR PASSENGERS.
FITTED WITH WIRELESS TELEGRAPHY.
For Dates of Freight and Passage, apply to THE BANK LINE, LIMITED, MANAGING AGENTS.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS

EASTWARD
S.S. "TORILLA" 3,205 tons, Captain C. J. Swanson, R.N., will be despatched to SHANGHAI, KOBE and MOJI on 23rd January.
S.S. "DILWARA" 5,202 tons, Captain G. N. Ramage, R.N., will be despatched to YOKOHAMA, KOBE and MOJI on 2nd February.
WESTWARD
S.S. "ARABATON APGAR" 4,450 tons, Capt. W. Walker, will be despatched for SINGAPORE, PENANG and CALCUTTA on 24th January.
S.S. "HONGWAT" 6,200 tons, Captain O. M. Robins, will be despatched as above on 1st February.
The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.
For Freight or passage, apply to DAVID SASSOON & CO., LTD., AGENTS.
Hongkong, 19th January, 1914.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

WEDNESDAY, 21st JAN., 1914.
8 a.m. HONGKONG. 8 a.m. HONAM.
10 p.m. KINSHAN. 5 p.m. KINSHAN.

THURSDAY, 22nd JAN., 1914.
8 a.m. HONAM. 8 a.m. HONGKONG.
10 p.m. KINSHAN. 5 p.m. KINSHAN.

A Telephone Service has been recently installed on the Canton Company's Steamers. Day Steamers Call No. 776, Night Steamers Call No. 775.

HONGKONG-MACAO LINE.

S.S. SUI TAI, Tons 1,651. S.S. TAI SHAN.
HONGKONG TO MACAO.
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
Macao to HONGKONG.
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

EXCURSION TO MACAO.

SUNDAY, 25th JANUARY, 1914.

The Company's New Steamship "TAISHAN".
Will depart from the Wing Lok Street Wharf at 9 a.m. and return from Macao at 5 p.m. N.B.—The Company will also run a Steamer from Macao on Sunday morning at 7.30 a.m., and from Hongkong at 12.30 p.m., from the Company's Wing Lok Street Wharf.
This Steamer connects with the Excursion Steamer returning from Macao at 5 p.m.

FARES:

SALOON Single \$3, Return \$5. 1st CLASS Single \$1.50, Return \$2. 2nd CLASS Single \$1, Return \$1.50.
Staterooms:—Saloon \$1 per person each way. 1st and 2nd Class 50 cts. per person each way.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. SUI TAI, 1,651 tons. S.S. TAI SHAN, 569 tons.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.
S.S. HOI SANG, 457 tons.
Departures from Macao to Canton on Tuesday, Thursday and Saturday, at 8 a.m.
Departures from Canton to Macao on Monday, Wednesday and Friday, at 8 a.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. SAI NAM, 538 tons, and S.S. MANNING, 569 tons.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANUL. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD., Hotel Mansions (First Floor), opposite the Blake Pier.

PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000	F. S. McMurray	Manila, Mangarin, Cebu and Iloilo	On 22nd Jan., 4 P.M.
RUBI	4000	J. Miller	Manila, Mangarin, Cebu and Iloilo	On 31st Jan., 4 P.M.

Passengers Holding Round Trip Tickets may Return by any Steamer of the PACIFIC MAIL S.S. CO., TOYO KISEN KAISHA, NORDDEUTSCHER LLOYD and EASTERN AND AMERICAN STEAMSHIP CO., LTD.

Electric Light. Fans in every Cabin. Competent Stewards Carried.
For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers, Hongkong, 15th January, 1914.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES.
PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).
TRANS-PACIFIC LINE.
IN CONNECTION AT TACOMA AND SEATTLE WITH THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

SOUTH AMERICA LINE.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.
Steamer Captain Leaving
"CHICAGO MARU" ... I. Sato ... THURSDAY, 22nd Jan., at 1 p.m.
"CANADA MARU" ... H. Yamamoto ... WED'DAY, 4th Feb., at 1 p.m.
"TACOMA MARU" ... T. Hamada ... SATURDAY, 21st Feb., at 1 p.m.
"PANAMA MARU" ... J. Kameo ... WED'DAY, 4th Mar., at 1 p.m.
"SEATTLE MARU" ... T. Saito ... SATURDAY, 21st Mar., at 1 p.m.
"MEXICO MARU" ... N. Kobayashi ...

Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and YOKOHAMA.
Calling at MOJI, KOBE, YOKOHAMA and YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

Steamer	Captain	Leaving
"ANNAN MARU" ...	... K. Hori	TUESDAY, 3rd Feb., A.M.
"JAYA MARU" ...	... T. Yamaguchi	...
"SAIGON MARU" ...	...	...

CHINA AND FORMOSA LINE.

FOR FOOCHEW VIA SWATOW AND AMOY.
Steamer Captain Leaving
"KAJIO MARU" ... Y. Yamamoto ... WED'DAY, 26th Jan., at Noon.

FOR TAMSUI VIA SWATOW AND AMOY.
Steamer Captain Leaving
"DAIJIN MARU" ... K. Murauchi ... SUNDAY, 25th Jan., at 10 A.M.
"DAIGI MARU" ... S. Tokusige ... SUNDAY, 1st Feb., at 10 A.M.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.
Steamer Captain Leaving
"SOSHU MARU" ... K. Tashira ... WED'DAY, 21st Jan., at 8 A.M.

FOR CANTON.
Steamer Captain Leaving
"SOSHU MARU" ... K. Tashira ...

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.
These Steamers will arrive at and depart from Soan Yip Wharf (near the Harbour Office, Praya Central).
For FURTHER INFORMATION, apply to Z. KAMIYA, MANAGER, Second Floor No. 1 Queen's Building.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON, 1914.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer "ORIENTAL" leaves YOKOHAMA	Steamers to COLOMBO	Leave SHANGHAI	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES and LONDON	Due at MARSEILLES	Due at LONDON
Thurs.		6 p.m. Tues.	Noon. Satur.		Friday	Thursday
Jan. 22	DEVANHA	Jan. 27	Jan. 31	MOREA	Feb. 27	Mar. 5
Feb. 5	ORINA	Feb. 10	Feb. 14	MALOA	Mar. 13	Mar. 19
Feb. 19	ASSAYE	Feb. 24	Feb. 28	MARMORA	Mar. 27	Apr. 2
Mar. 5	INDIA	Mar. 10	Mar. 14	MOLDAVIA	Apr. 10	Apr. 16
Mar. 19	DEVANHA	Mar. 24	Mar. 28	MEDINA	Apr. 24	Apr. 30
Apr. 2	ARCADIA	Apr. 7	Apr. 11	MONGOLIA	May 8	May 14
Apr. 16	DELTA	Apr. 21	Apr. 25	MALWA	May 22	May 28
Apr. 30	ASSAYE	May 5	May 9	MOOLTAN	June 5	June 11

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles on Friday, and London on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special Train from Marseilles can now arrive in London at 3.25 p.m. on Saturdays.
Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:

The Fares to London and Marseilles are as follows:—
LONDON
1st Saloon "A" Accommodation Single £65. Return £97.
"B" " " " £59. " £89.
2nd Saloon "A" " " " £44. " £65.
"B" " " " £40. " £50.

MARSEILLES
1st Saloon "A" Accommodation Single £61. Return £91.
"B" " " " £55. " £83.
2nd Saloon "A" " " " £42. " £63.
"B" " " " £38. " £57.

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR LONDON CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave YOKOHAMA	Leave SHANGHAI	Leave HONGKONG	Leave SINGAPORE	Due at Marseilles	Due at London
BORNEO	about Jan. 6	about Jan. 17	Jan. 21	Jan. 27	Feb. 23	Mar. 4
NANKIN	Jan. 20	Jan. 31	Feb. 4	Feb. 10	Mar. 9	Mar. 18
NYANZA	Feb. 3	Feb. 14	Feb. 18	Feb. 24	Mar. 23	Apr. 1
NORE	Feb. 17	Feb. 28	Mar. 4	Mar. 10	Apr. 6	Apr. 15
NILE	Mar. 3	Mar. 14	Mar. 18	Mar. 24	Apr. 21	Apr. 30
MALTA	Mar. 17	Mar. 28	Apr. 1	Apr. 7	May 5	May 14
* KHIVA	Mar. 31	Apr. 11	Apr. 15	Apr. 21	May 19	May 28
NUBIA	Apr. 14	Apr. 25	Apr. 29	May 6	June 3	June 12
NAMUT	Apr. 28	May 9	May 13	May 20	June 18	June 27

* New Steamer.
These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO.

FARES TO LONDON:
1st Saloon £50 Single; £75 Return. 2nd Saloon £35 Single; £52 Return.
FARES TO MARSEILLES:
1st Saloon £46 Single; £73 Return. 2nd Saloon £33 Single; £50 Return.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy. THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%. For Further Particulars, apply to— E. A. HEWETT, SUPERINTENDENT.

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
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MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID.
Miyazaki Maru (Capt. Soyeda, 15,000 tons) WED'DAY, 28th Jan., at Daylight.
Kitano Maru (Capt. F. Cope, 15,000 tons) WED'DAY, 11th Feb., at Daylight.

VICTORIA, B.C., and SEATTLE via SHANGHAI, MOJI, KOBE, YOKOHAMA and YOKOHAMA.
Shidzuoka Maru (Capt. Iizawa, 12,500 tons) TUESDAY, 27th Jan., at Noon.
Tamba Maru (Capt. Teranaka, 12,500 tons) TUESDAY, 10th Feb., at Noon.

SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.
Nikko Maru (Capt. Takeda, 9,600 tons) WED'DAY, 11th Feb., at Noon.
Kumano Maru (Capt. M. Winckler, 9,300 tons) WED'DAY, 11th Mar., at Noon.

CALCUTTA via SINGAPORE, PENANG & RANGOON.
Kanagawa Maru (Capt. M. Maehida, 12,500 tons) SATURDAY, 24th January.

BOMBAY via SINGAPORE, PENANG and COLOMBO.
Penang Maru (Capt. Murazumi, 8,000 tons) WED'DAY, 21st January.

KOBE and YOKOHAMA.
Hirano Maru (Capt. H. Fraser, 12,500 tons) THURSDAY, 29th Jan., at 11 A.M.

SHANGHAI, MOJI and KOBE.
Bombay Maru (Capt. Terzawa, 5,000 tons) TUESDAY, 7th January.

NAGASAKI, KOBE and YOKOHAMA.
Kumano Maru (Capt. M. Winckler, 9,300 tons) WED'DAY, 11th Feb., at 11 A.M.

SHANGHAI, KOBE and YOKOHAMA.
Kumano Maru (Capt. M. Winckler, 9,300 tons) WED'DAY, 11th Feb., at 11 A.M.

§ Fitted with New System of Wireless Telegraphy. Cargo only.

PASSENGER SEASON—1914.

FOR EUROPE.

STEAMER	TONS	SAILS	WEDNESDAY
MIYAZAKI MARU	16,000	"	28th January.
KITANO	15,000	"	11th February.
IYO	12,500	"	11th March.
HIRANO	15,000	"	25th March.
KATORI	20,000	"	8th April.
KAMO	20,000	"	22nd April.
KASHIMA	20,000	"	...

FOR AMERICA.

STEAMER	TONS	SAILS	TUESDAY
SHIDZUOKA MARU	12,500	"	27th January.
TAMBA	12,500	"	10th February.
AKI	12,500	"	25th February.
SADO	12,500	"	10th March.
YOKOHAMA	12,500	"	24th March.
AWA	12,500	"	7th April.

With option of Rail between Steamer's Calling Ports in Japan.
For Further Information as to Freight, Sailing, &c., apply to— T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241

6-9-15

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES.	BOBNEO Capt. P. S. Ram, R.N.R.	10 A.M. 21st Jan.	Freight and Passage.
SHANGHAI, MOJI, KOBENORE and YOKOHAMA.	CHINA Capt. C. H. S. Toogee, R.N.R.	About 24th Jan.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	DEVANNA Capt. W. R. Hickey	Noon 31st Jan.	See Special Advertisement.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 20th January, 1914

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SAIGON	"CHIEF"	On 21st Jan., Noon.
SHANGHAI	"CHIEF"	On 22nd Jan., 4 P.M.
HAIPHONG	"CHIEF"	On 24th Jan., 10 A.M.
SHANGHAI & TSINGTAI	"CHENAN"	On 24th Jan., 3 P.M.
MANILA, CEBU and ILOILO	"TAMING"	On 23rd Jan., 4 P.M.
SHANGHAI	"LUCHOW"	On 23rd Jan., 4 P.M.
SHANGHAI & TSINGTAI	"YINGCHOW"	On 31st Jan., 11 A.M.
SHANGHAI	"SHAOHSING"	On 3rd Feb., Noon.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUL"

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation. Amplest Electric Fans fitted. Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN" and the S.S. "LIANGCHOW," "LUCHOW" and "YINGCHOW," having excellent accommodation with Electric Lights throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking Cargo on through Bills of Lading to all Ports and Northern China Ports.

The Steamers leaving Hongkong on Sundays proceed from Shanghai to TSINGTAI, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before midnight on SATURDAY for the SUNDAY Morning sailings. A Co's launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.
For Freight or Passage apply to—
HONGKONG, 21st January, 1914. BUTTERFIELD & SWIRE, AGENTS. [5]

HAMBURG - AMERIKA LINIE.

IN CONJUNCTION WITH
DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK
and from MANILA, HONGKONG and JAPAN to
VANCOUVER (B.C.) and PORTLAND (Or.)

TAKING Cargo at Through Rates to all European, North Continental and British
Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean,
Lavante, Black Baltic Sea and Ports, and all North and South American Ports.

OUTWARD.	HOMEWARD.
FOR SHANGHAI, KOBEN AND YOKOHAMA:	FOR HAVRE, BREMEN & HAMBURG:
S.S. SPEZIA 28th Jan.	S.S. SILESIA 25th Jan.
S.S. SAXONIA 4th Feb.	FOR VICTORIA, VANCOUVER, SEATTLE & PORTLAND (Or.)
S.S. SCANDIA 14th Feb.	S.S. SAXONIA 6th Feb.
S.S. HOERDE 28th Feb.	FOR MARSEILLES, HAVRE & HAMBURG:
S.S. BADEN 10th Mar.	S.S. ANDALUSIA 8th Feb.
S.S. SUDMARK 13th Mar.	FOR ROTTERDAM, BREMEN & HAMBURG:
S.S. BRISGAVIA 25th Mar.	S.S. PREUSSEN 13th Feb.
	FOR HAVRE, BREMEN & HAMBURG:
	S.S. O. J. D. ARLEBS 21st Feb.
	FOR MARSEILLES, HAMBURG & ANTWERP:
	S.S. BUEVIA 25th Feb.

For Further Particulars, apply to—
HONGKONG, 15th January, 1914. HAMBURG-AMERIKA LINIE, Hongkong Office. [6]

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid
Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR	STEAMERS	TO SAIL
SWATOW, AMOY AND FOOCHOW AND RETURN.		
(Occupying 9 to 10 Days).		
STEAMSHIP	CAPTAIN	LEAVING
"HAIYANG" ...	Capt. A. E. Hodgins	FRIDAY, 23rd Jan., at 11 A.M.
"HAICHING" ...	Capt. W. C. Pasmore	FRIDAY, 30th Jan., at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—
DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.
Hongkong, 1st January, 1914 [4]

THE EASTERN & AUSTRALIAN

STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA
VIA MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION.)

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ALDENHAM	...	On 30th Jan., 10 A.M.
EMPIRE	...	On 27th Feb., 10 A.M.
ST. ALBANS	...	On 20th Mar., 10 A.M.
EASTERN	...	On 9th Apr., 10 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful
supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity.
A State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.
For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

TOYO KISEN KAISHA.



SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA,
JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer	Displacement Tons and Speed.	Leave Hongkong.
* HONGKONG MARU	11,000—18 knots	TUESDAY, 10th Feb.
SHINYO MARU	22,000—21 knots	
CHIYO MARU	22,000—21 knots	
* NIPPON MARU	11,000—18 knots	
TENYO MARU	22,000—21 knots	

* via MANILA, Omitting Shanghai.
All Steamers will be despatched at Noon.

FIRST CLASS TO LONDON	£71.10.....RETURN (6 MONTHS) £120.
FIRST CLASS TO NEW YORK	£60. " " £96.10.
" " " SAN FRANCISCO	£45. " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from
San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers
of the CANADIAN PACIFIC RAILWAY Co.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS,
MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines
and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICAN LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO,
SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Leave Hongkong
KIYO MARU	17,000—14 knots	TUESDAY, 3rd February, 1914.

For Full Particulars as to Passage and Freight, apply to—
S. MORIMOTO, AGENT,
King's Building.
TELEPHONE 291. [237]



SAN FRANCISCO

SCENIC ROUTE

TRANS-PACIFIC
TOYO KISEN KAISHA
TRANS-CONTINENTAL
WESTERN PACIFIC
DENVER AND RIO GRANDE.
MAIL SHIP SERVICE.

Steamer	Tonnage	Speed
S.S. TENYO MARU	22,000	21 knots.
S.S. CHIYO MARU	22,000	21
S.S. SHINYO MARU	22,000	21
S.S. NIPPON MARU	11,000	18
S.S. HONGKONG MARU	11,000	18

THE QUICK AND COMFORTABLE WAY OF TRAVEL FROM JAPAN, CHINA,
PHILIPPINES AND THE FAR EAST, VIA HONOLULU.

These Vessels present the Farthest Advance in the Science of Shipbuilding, being
Equipped with every Modern Device for the Safety, Convenience, Comfort and Entertainment
of Passengers, including Wireless Telegraph, Automatic Safety Devices, Electric Lights in
every Berth, Electric Fans in every State-room, Brass Beds, Porcelain Bath-tubs, Steam
Laundry, Nursery and Playground for Children, Open Air Gymnasium, Moving Picture
Shows, Swimming Tanks, Orchestral Concerts. Perfect Service—Unequaled Cuisine.

WESTERN PACIFIC-DENVER AND RIO GRANDE.

The T.K.K. Lines connect at San Francisco with the Palatial Trains of the
Western-Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City
and Denver WITHOUT CHANGE. Through Standard Sleepers. Through Tourists' Sleepers.
Dining Cars—Observation Cars. Electric Lights—Electric Fans, Union Depots, New
Lands, Cities and Scenes—Hundred of Miles through the Gorgeous Scenery of the
Sierras—Feather River Canon—and the Royal Gorge of Colorado. Convenient connections
at Chicago with Trains for New York (Transatlantic Steamers) and other Eastern points.
When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for
Ticket form No. 626.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT.

46) 75, MAIN STREET, YOKOHAMA, and KING'S BUILDING, HONGKONG.

AUSTRIAN LLOYD.



(Under Mail Contract with the Austrian Government.)
MONTHLY FAST SERVICE TO TRIESTE (VENICE).
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUVA AND PORT SAID.
S.S. "BOHEMIA" 7,900 tons, will leave as above on 15th February, at 4 P.M.
Superior accommodation for 1st, 2nd and 3rd Class passengers, no surtax, no tips, no inside Cabins.

Stowage, Laundry, Wireless Telegraphy.
FARES: Hongkong-Trieste (Venice), 250 1st, 236 2nd, 219 3rd Class.
MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA
SINGAPORE (CALCUTTA), COLOMBO, ADEN, SUVA AND PORT SAID.
S.S. "CHINA" 11,800 tons, will leave as above about 2nd February.
Three Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon
Passengers. No Surcharge. Doctor, Stewardess, Wireless Telegraphy.

RAILWAY FARES: Trieste-London.

BY SIMPLON EXPRESS:
Via Venice, Milan, Simplon, Lausanne, Paris, Calais or Boulogne, Class I £3.15, II £3.1.5,
BY ST. GOTTHARD EXPRESS:
Via Venice, Milan, St. Gotthard, Lugano, Basel, Lausanne or Boulogne, Class I £3.15, II £3.1.5.

Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £9.11, II £8.9.9.
BY TATLER EXPRESS:
Via Munich, Cologne, Hook or Flushing, Class I £7.12.8, II £6.1.8.

TO SHANGHAI
S.S. "BOHEMIA" 7,900 tons, will leave as above on 1st February, at 6 A.M.

FARES: Hongkong-Shanghai, 25 1st, 24 2nd, 22 3rd Class.

TO KOBE VIA SHANGHAI, YOKOHAMA.
S.S. "VORWAERTS" 12,900 tons, will leave as above about 31st January.

Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.

SANDER, WIELER & Co., AGENTS,
Princes' Building.
Hongkong, 17th January, 1914 [143]

NORDDEUTSCHER LLOYD.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERS, LISBON, SOUTHAMPTON, ANTWERP and BREMEN.	"LUETZOW" Capt. H. TAYLOR	17,500	[Wednesday, 21st Jan., at 10 A.M.]
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA.	"GOEBEN" Capt. A. Ahlborn	17,300	[About Thursday, 22nd Jan.]
MANILA, YAP, MARONN, SAMA- BAI, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE.	"PRINZ SIGISMUND" Capt. A. HEDRIG, 6,750	6,750	[Saturday, 24th Jan., at 9 A.M.]
KOBE	"PRINZ WALDEMAR" Capt. C. JURANT, 6,100	6,100	[About Tuesday, 3rd Feb.]
JESSELTON, KUDAT and SANDAKAN	"BORNEO" Capt. J. KOBELER, 5,000	5,000	[Wednesday, 4th Feb., at 9 A.M.]

All the Steamers of the European Line are fitted with Wireless Telegraphy
New System of Telefunken.

PASSENGER SEASON 1914.

NORDDEUTSCHER LLOYD. BREMEN. TO EUROPE BY THE MAGNIFICENT FAST LINERS.

STEAMSHIP	DISPLACEMENT.	DATE
* "PRINZ LUDWIG" Capt. F. von BINZER	18,300 TONS	ON FEBRUARY 3RD.
"GOEBEN" Capt. A. AHLBORN	17,300	ON FEBRUARY 18TH.
* "DERFFLINGER" Capt. F. FROESCH	17,250	ON MARCH 3RD.
"KLEIST" Capt. L. MAASS	17,000	ON MARCH 18TH.
* "PRINZ EITEL FRIEDRICH" Capt. C. MUNDT	17,000	ON MARCH 31ST.
"YOROK" Capt. F. LOEBE	17,000	ON APRIL 15TH.
* "PRINCESS ALICE" Capt. J. BORTFELD	20,300	ON APRIL 28TH.

* THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE
FROM HERE TO SINGAPORE.
CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND
SOUTHAMPTON TO LAND PASSENGERS.
All the Steamers of the European Line are fitted with Wireless Telegraphy,
(System Telefunken.)
NO SURTAX ON PASSAGE FARES.
EARLY BOOKING RECOMMENDED. [148]

FREIGHT LINE.

NEXT SAILINGS FROM HONGKONG.

OUTWARD.	about	HOMEWARD.
Steamship	1914	
"MARK" 2nd Febr.		FOR MARSEILLES, DUNKIRK, ANTWERP ROTTERDAM AND BREMEN/HAMBURG: S.S. "MARK" about Middle of March.
"TUEBINGEN" 16th Febr.		FOR HAVRE, EMDEN AND HAMBURG/BREMEN: S.S. "TUEBINGEN" about End of March.
"LOTHRINGEN" 2nd March		FOR MARSEILLES, ANTWERP, ROTTERDAM AND BREMEN/HAMBURG: S.S. "LOTHRINGEN" about Middle of April.
"THUERINGEN" 16th March		FOR HAVRE, DUNKIRK, EMDEN AND HAMBURG/BREMEN: S.S. "THUERINGEN" about Beginning of May.
"FRANKEN" 30th March		FOR MARSEILLES, ANTWERP, ROTTERDAM AND BREMEN/HAMBURG: S.S. "FRANKEN" about Middle of May.
"GOETTINGEN" 15th April		FOR HAVRE, EMDEN AND HAMBURG/BREMEN: S.S. "GOETTINGEN" about Beginning of June.

For Further Particulars, Please apply to—

NORDDEUTSCHER LLOYD. MELCHERS & CO.

Hongkong, 19th December, 1913. GENERAL AGENTS. [118]

THE TAIKOO DOCKYARD

AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS,
BRASS AND IRON FOUNDERS, CONSTRUCTIONAL,
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WELDING AND CUTTING OF METALS BY OXY-ACETYLENE
AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines,
Boilers, Railway Rolling Stock, Bridges, and all Classes
of Engineering, Iron and Wood Work.

GRAVING DOCK—787' by 88' by 34' 6"
Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing
conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES
throughout the Shops ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

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MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUMBOATS, LAUNCHES,
HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION,
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Dockyard Manager, Mr. J. BEID, can be seen between the hours of 11 A.M. and 12 Noon
at the Town Office.

BUTTERFIELD & SWIRE.

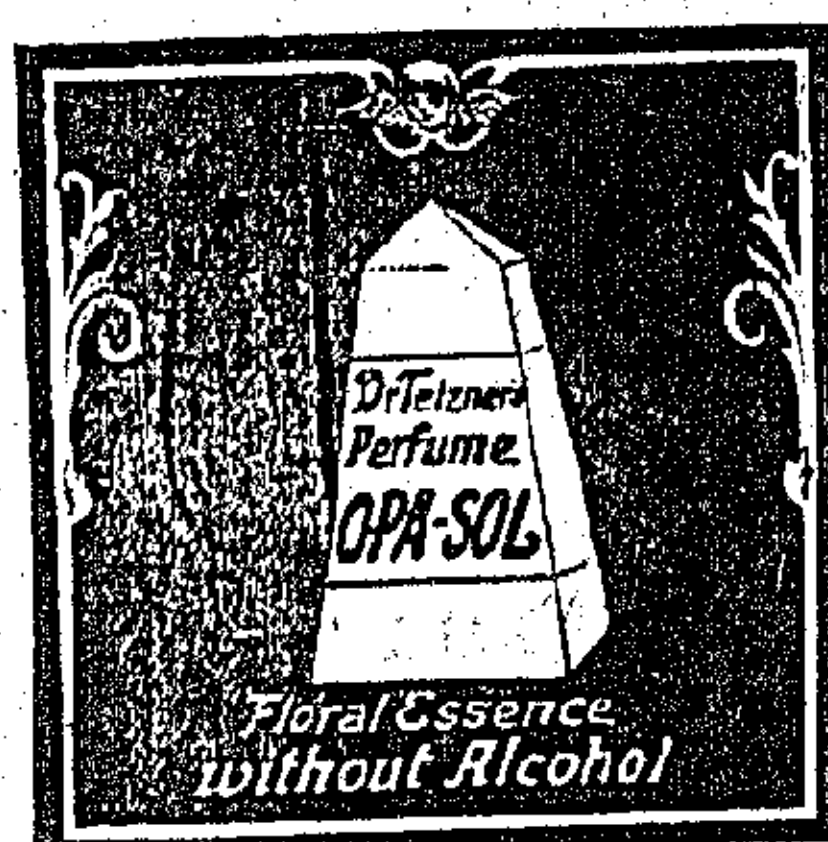
HONGKONG, CHINA, AND JAPAN, AGENTS.

TELEPHONE No. 212.

Telegraphic Address:—"TAIKOO DOCK."



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SUB-AGENT FOR HONGKONG.
Hongkong, 10th January, 1914.



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FOR THE HAIR.
FORMADONT
FOR THE TEETH.
PERFUMES
are the best obtainable anywhere.

For Catalogues apply to:
HUGO C. A. FROMM,
HONGKONG.

Hongkong, 10th January, 1914.

EMPEROR FREDERICK SPRING.



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WHEN TAKEN PLAIN OR MIXED

WITH WHISKY, BRANDY, WINE

OR FRUIT JUICE.

For Agency apply to:

HUGO C. A. FROMM,
HONGKONG.

Hongkong, 10th January, 1914.

SHARE LIST.—QUOTATIONS.

HONGKONG, 20TH JANUARY, 1914.

STOCKS.	NO. OF SHARES.	VALUE PAID UP.	CLOSING QUOTA- TIONS CASH.	RETURN ON BASIS OF LAST DIV.
BANKS.				
Hongkong & Shanghai Bank Corporation	120,000	\$125 all	\$800, sellers	5 p.c.
China Borneo Company, Limited	60,000	\$125 all	\$104, buyers	8 p.c.
China Light and Power Company, Ltd.	50,000	\$1 all	\$44, sellers	
China Provident, Loan & Mortgage Co., Ltd.	200,000	\$10 all	\$33, buyers	7 p.c.
COTTON MILLS.				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50 all	Tls. 133, buyers	
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10 all	\$8	
Dairymilk Company, Limited	40,000	\$74 all	\$29, buyers	5 p.c.
DOCKERS AND WHARVES.				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50 all	\$3, buyers	5 p.c.
H'kong & Whampoa Dock Co., Ltd.	50,000	\$50 all	\$76, buyers	7 p.c.
New Amoy Dock Co., Limited	10,000	\$61 all	\$4, buyers	
S'hai Dock and Engineering Co., Ltd.	36,000	Tls. 100 all	Tls. 56, buyers	
S'hai and Hongkong Wharf Co., Ltd.	400,000	\$10 all	\$64, buyers	
Green Island Cement Co., Limited	60,000	\$10 all	\$48, sales	4 p.c.
Hongkong Electric Co., Limited	12,000	\$50 all	\$120	
Hongkong Hotel Company, Limited	8,000	\$25 all	\$92, buyers	5 p.c.
Manila Metropole Hotel, Limited	15,000	\$10 all	\$82, sellers	
Hongkong Ice Company, Limited	5,000	\$25 all	\$138, buyers	5 p.c.
Hongkong Rope Manufacturing Co., Ltd.	60,000	\$10 all	\$224	
H'kong & South China Steam Fishery Co., Ltd.	15,000	\$8 all	\$2	
Hongkong Steel Foundry Co., Ltd.	15,000	\$10 all	\$10	
Hongkong Tramway Co., Ltd.	325,000	\$1 all	\$76, sellers	
INSURANCE.				
Canton Insurance Office Co., Limited	10,000	\$250 all	\$322, sellers	6 p.c.
China Fire Insurance Co., Limited	20,000	\$100 all	\$20	6 p.c.
Hongkong Fire Insurance Co., Ltd.	8,000	\$250 all	\$380, buyers	7 p.c.
North China Insurance Co., Limited	10,000	\$15 all	Tls. 133	
Union Insurance Society, Limited	12,400	\$250 all	\$805, buyers	6 p.c.
Yangtze Insurance Association, Ltd.	12,000	\$100 all	\$192, @ \$x 73	
LANDS AND BUILDINGS.				
H'kong Land Invest. Agency Co., Ltd.	50,000	\$100 all	\$114, buyers	6 p.c.
Hongkong Land Reclamation Co., Ltd.	20,000	\$100 all	\$20	
Humphreys Estate and Finance Co., Ltd.	150,000	\$40 all	\$94, sellers	5 p.c.
Kowloon Land and Building Co., Ltd.	4,000	\$50 all	\$48, buyers	7 p.c.
Shanghai Land Investment Co., Ltd.	78,000	Tls. 50 all	Tls. 91	
West Point Building Co., Limited	12,500	\$50 all	\$68, buyers	5 p.c.
Matschigari Ltd. (M'gr., Beach-land)	25,000	Gds. 10 all	Tls. 30, sales	
MINING.				
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1 all	\$76	
Heawood Tin and Rubber Estate, Ltd.	822,000	\$2 all	\$26	
Raub Australian Gold Mining Co., Ltd.	200,000	\$1 all	\$510, sales	
Troona Mines, Limited	160,000	\$1 all	\$37, sellers	
Peak Tramways Co., Limited	25,000	\$10 all	\$108	
Philippine Co., Limited	50,000	\$10 all	\$80, buyers	7 p.c.
Pulpes et Papeteries du Tonkin Societe des	13,200	\$50 all	\$20, sellers	
REFINERIES.				
China Sugar Refining Co., Limited	20,000	\$100 all	\$95, sellers	3 p.c.
Luzon Sugar Refining Co., Limited	7,000	\$100 all	\$31, sellers	
STEAMSHIP COMPANIES.				
China and Manila Steamship Co., Ltd.	30,000	\$25 all	\$10, sellers	
Douglas Steamship Co., Limited	20,000	\$50 all	\$29, buyers	5 p.c.
H'kong, Canton & Macao S.E. Co., Ltd.	30,000	\$15 all	\$294	
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$45 all	\$77	
Shell Transport & Trading Co., Ltd.	2,500,000	\$1 all	\$103, buyers	6 p.c.
Star Ferry Company, Limited	40,000	\$10 all	\$45, buyers	3 p.c.
South China Morning Post, Limited	5,000	\$25 all	\$20, sal. & buy.	
Steam Laundry Company, Limited	20,000	\$5 all	\$4, buyers	
STORES AND DISPENSARIES.				
Powell, Wm., Limited	15,000	\$7 all	\$9, sellers	4 p.c.
Watson & Co., A.S., Limited	90,000	\$10 all	\$8, sellers	
Union Waterboat Co., Limited	50,000	\$10 all	\$17, buyers	5 p.c.

Para Rubber in London ... 5-1 per lb.

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1898	Tls. 767,200.	Tls. 250	7% p. annum	Par.

VERNON & SMYTH, Share Brokers.

Printed and Published by BERTRAM A. HALL for the Concerned at 104, Des Vaux Road Central, Victoria, Hongkong; London Office, 181, Fleet Street, E.C.4

COMMERCIAL.

CLOSING QUOTATIONS.

January 20th.

ON LONDON.	
Telegraphic Transfer	110 1/2
Bank Bills, on demand	111 1/2
Bank Bills, at 30 days sight	111 1/2
Bank Bills, at 4 months sight	111 1/2
Credits, at 4 months sight	111 1/2
Documentary Bills 4 months sight	111 1/2
ON PARIS.	
Bank Bills, on demand	242
Credits, at 4 months sight	247
ON GERMANY.	
On demand	196 1/2
ON NEW YORK.	
Bank Bills, on demand	46 1/2
Credits, at 60 days sight	47 1/2
ON BOMBAY.	
Telegraphic Transfer	142 1/2
Bank, on demand	142 1/2
ON CALCUTTA.	
Telegraphic Transfer	142 1/2
Bank, on demand	142 1/2
ON SHANGHAI.	
Bank, at sight	73 1/2
Private, 30 days sight	74 1/2
ON YOKOHAMA.	
On demand—P.O.S.—	93 1/2
ON MANILA.	
On demand	81 1/2
ON SINGAPORE.	
On demand	115 1/2
ON HAIKONG.	
On demand	1 1/2 p.m.
ON SAIGON.	
On demand	3 1/2
ON BANGKOK.	
On demand	30 1/2
Sovereigns, Bank's Buying Rate	\$10.40
Gold LEAF, 100 fine, per tael	\$54.70
BAR SILVER, per oz.	26 1/2

SUBSIDIARY COINS.

Chinese	20 cents pieces	\$11.60 discount.
Chinese	10 "	\$11.90 "
Hongkong	20 "	\$ 7.90 "
Hongkong	10 "	\$11.58 "

MAILS VIA SIBERIA.

London	Shanghai
January 5th.	January 10th.

FORTHCOMING EVENTS.

Wednesday, 25th Jan.—
11.30 a.m.—Hongkong Land Reclamation Co., Ltd. Meeting of Shareholders at Messrs. Jardine, Matheson & Co., Ltd.'s Offices.
11.45 a.m.—West Point Building Co., Ltd. Meeting of Shareholders at Messrs. Jardine, Matheson & Co., Ltd.'s Offices.
Noon—Hongkong Land Investment & Agency Co., Ltd. Meeting of Shareholders at Messrs. Jardine, Matheson & Co., Ltd.'s Offices.
12.30 p.m.—Hongkong Hotel Co., Ltd. Extraordinary General Meeting.
Tuesday, 10th Feb.—
Noon—Hongkong, Canton and Macao Steamboat Co., Ltd. Meeting of Shareholders.
Thursday, 12th Feb.—
9.15 p.m.—The Idol's Eye at the Theatre Royal.

報新外中港香

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Documents translated from or into Classical or Colloquial Chinese.

POST OFFICE NOTICE.

CHINESE NEW YEAR HOLIDAY.

Monday next, the 26th inst., being Chinese New Year Day, the Post Office will be entirely closed. There will be no delivery or collection of correspondence from the Pillar Boxes. Non-boxholders may, however, obtain their ordinary correspondence on application at the enquiry window in the Boxholders' Hall, at the North-West corner of the building. In the event of the arrival of the French Mail from Europe on that day the Office will be open one hour for the delivery thereof.

The Public are informed that owing to delay in arrival at Paris some of the bags comprising the Mail from London dated 24th December for the German Packet via Naples missed the steamer, and the French Post Office has been requested to send them to Brindisi for transmission via Bombay and Negapatam.

The Goeben, with the GERMAN MAIL, left Singapore on Saturday, the 17th inst., at 10 p.m., and is due to arrive here to-morrow, at 6 a.m.

The Empress of Asia, with the CANADIAN MAIL, left Shanghai on Tuesday, the 20th inst., at 2 p.m., and is due to arrive here to-morrow, at 2 p.m.

FOR	PER	DATE
Holhow, and Tourane	Helene	Wednesday, 21st, 8.00 A.M.
*Straits and *Ceylon	Borneo	Wednesday, 21st, 8.00 A.M.
		Wednesday, 21st, 8.00 A.M.
		Printed Matter and Sam-
		ples ... 8.30 A.M.
		Registration ... 8.30 A.M.
		Registration, Kowloon
		B.O. ... 8.00 A.M.
		Letters ... 9.00 A.M.
		Wednesday, 21st, 11.00 A.M.
		Wednesday, 21st, 11.00 A.M.
		Wednesday, 21st, 11.00 A.M.
		Wednesday, 21st, 2.00 P.M.
		Wednesday, 21st, 5.00 P.M.
		Wednesday, 21st, 5.00 P.M.
		Thursday, 22nd, 11.00 A.M.
		Thursday, 22nd, 11.00 A.M.
		Thursday, 22nd, 2.00 P.M.
		Thursday, 22nd, 3.00 P.M.
		Thursday, 22nd, 3.00 P.M.
		Thursday, 22nd, 5.00 P.M.
		Friday, 23rd, 11.00 A.M.
		Friday, 23rd, 11.00 A.M.
		Friday, 23rd, 11.00 A.M.
		Saturday, 24th, 8.00 A.M.
		Saturday, 24th, 9.00 A.M.
		Saturday, 24th, 10.00 A.M.
		Saturday, 24th, 1.00 P.M.
		Tuesday, 27th, 10.00 A.M.
		Registration with late
		fee of 10 cents up to
		10.30 A.M.
		Registration Kowloon
		B.O. ... 8.30 A.M.
		Letters ... 11.00 A.M.

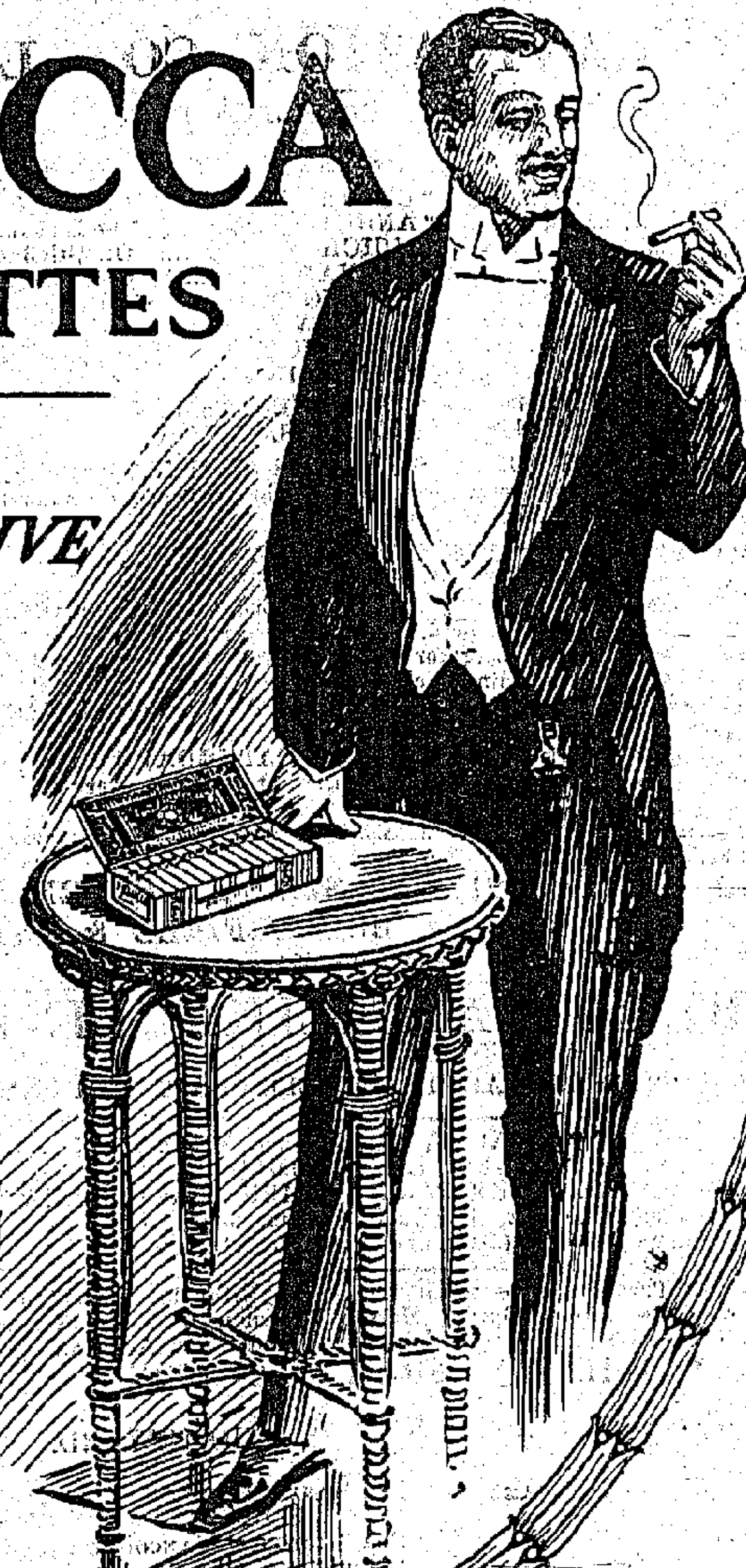
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